

# Trail Rider

MAGAZINE

December 1997 \$2.50

**CHARLIE WILLIAMS  
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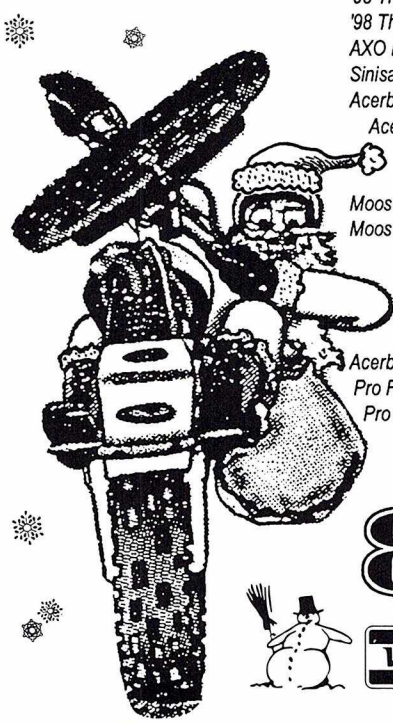
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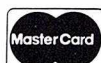
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**On the cover:** Jason Cayer splashes through some of New England's most deceiving yet beautiful scenery. Deceiving in the sense that it's great to look at but nasty to ride. Jason did all right, though. He's the 1998 NETRA enduro champion. Photo by Jay Chittenden, champion photographer.

**December 1997**  
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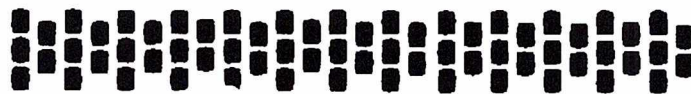
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**Warning:** Motorcycle riding, hare scrambling, enduro riding and trail riding are all inherently dangerous, and unless you've already accepted the fact that you could get hurt easily doing anything illustrated in this book we'd hesitate to recommend that you try it. If you do, wear all protective gear, including a helmet, gloves, heavy boots, knee guards and anything else you can find. And if you're wondering when we're going to change this disclaimer, read the top part again. It says it all, doesn't it? There ain't nothin' we can add, except "Goodnight."

## Worldly Knowledge:

**Subscriptions:** Subscriptions are available from Trail Rider Magazine, P.O. Box 217, Granville, MA 01034, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$25 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

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**Address Changes:** If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines, if you tell them to, but they don't do it in a hurry.

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**Advertising:** Clubs can advertise their events in Trail Rider for the low price of \$185 a page, and \$135 a half-page. This is something like a 40% discount off regular prices just because we like to help the clubs out. Regular retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 3,000 hardy souls, and besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

**Contributors:** We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

**Yankee Trader:** Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

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# LAST OVER

By Paul Clipper

## Stretching the Truth

If honesty was one of the main requirements for the skilled operation of a dirt bike, we would all be in big trouble. Name me one time you've pulled up to the truck after a lousy performance in an enduro, on a race track, or even after a bad day of trail riding, and told the absolute truth about your day in the saddle. Now come on! Little white lies count just as much as the big ones!

Here's a typical situation. Say you're racing hare scrambles. You're on a track that's half out in the open and half in the trees, kind of rough and sandy—an easy track to ride on, but when you're back in the woods not too many people can see what you're up to. Typical hare scrambles..

You get a decent start, and you're working your way up to the front of the pack. The section of track that chutes you into the woods is pretty fast and bumpy, but not difficult, and you can make some good time through it. The trouble is, on the second lap through you see a cute blond standing right before the first woods turn and all through the third lap around you're thinking about doing a little styling just to let her know what kind of a gnarly dude you really are.

The guy you rode to the track with is about eight places behind you, and you know you've got him beat, which is just about all that matters. So the next time you pass the fox you crank up the front end and do this marvelous wheelie with a big grin into the crowd, overshoot the turn and go wide open into the woods and destroy the bike.

Naturally, your buddy passes you, and goes on to win a trophy while the grand show boater pushes his bike pack to the pits. Now what are you going to say when he asks what you were doing in the trees? "I was trying to impress this chick and I threw it away."

Not on your life. He'd know you were foolish then. Forget about the fact that the woman in question isn't looking at you, doesn't want to know anything about you, and probably isn't even thinking about anything related to motorcycle riding anyhow. No, you're not going to tell him the obvious.

You'll probably hit him with something like "There I was with the throttle pegged in fourth gear, and I threw it into the turn so fast that the shifter hit the berm and I ended straight into the trees!" He may believe you, but if he knows you well enough he'll know you're lying, but will know better than to pursue it any further.

The way we ride at Trail Rider, honesty is practically impossible. You see, we're not exactly easy on each other. If any one of us sees a weak spot in any argument, you can be sure that we're going to jump right in and tear the suspect staffer into little pieces.

A classic example would be a trail ride with Tech Editor Uth and myself. Mark is

following again, at my usual pace, and after another half hour of following tracks I catch up and have to think up another excuse.

What would be something believable? I felt a touch of Mad Cow's Disease coming on, so I had to stop and take a break and wait for it to pass? No, a little too medical. I had an idea for a story for the next issue, so I had to stop and write it down in the handy notebook I keep in my fanny pack? No, too work-oriented. My cell phone rang. I had to answer it. No, I don't have a cell phone. I had to stop and check my e-mail? Oh please, let's make it at least bike-related.

"Yeah, you know I was riding along back there through the whoops, and the bars were so low I couldn't even stand up. I had to stop and raise them up some, and even now they don't feel very good. I think I'm going to try a set of those new Answer bars the next time we go out. These are just too short."

He'll give me one of those narrow looks of his and grunt some kind of a condescending reply, and then zoom off for another 45 minutes or so. By now I'm really starting to tire, and maybe I'll bail off once or twice during the chase. I can't use the crashing for an excuse, unless I come up with some kind of bullet-proof mechanical reason for it. I get more flak for crashing than anything else I do.

When I catch up, I've got it all worked out. "Man, this thing's running so rich that I fouled a plug coming down that first steep downhill and I didn't have a plug wrench in my fanny pack so I had to change it with a broken set of pliers!"

Trouble is, he's finally getting wise to it. "Yeah?" he replies, "I had the same kind of grief. I whiskered a plug in that sand section and had to change it and you still didn't catch up..."

"That's because the clutch cable broke right after that and I had to stop and put on my spare." I've got a million of them.

"Is that so? Well I had a flat three miles after the stream crossing and I had to stop and use that can of flat fix I had in my tool kit. You should have caught up by then."

"Well, I would have, but that was right before my clutch started slipping and I had to pull the case cover off and adjust it. If it wasn't for that I'd been right up with you." He's starting to get that look in his eye. I can tell I'm on borrowed time.

"Yeah, you know that must have been right before I holed my piston and had to do a top end job right out on the trail."

"You had to do that too?" □



a pretty quick rider, there's no two ways about it. On my best days, I'm lucky if I can keep him in sight, and if I don't feel like riding fast, all I see all day long is fresh tire tracks.

The bottom line is this: I'm really slow. I'm not exactly ashamed of it; after all, I'm out there enjoying myself. But if I ride up to where he's waiting and say "I'm just a wimp." when he asks where I've been all day, he's going to be merciless in his abuse. I have to be a little more creative than that.

So I come up with something entirely believable. "Wow man, this thing was handling so bad I had to stop and bleed all the air out of the forks. Now I think it's tucking under. When we get back to the truck I'm going to raise the oil level another inch."

Sounds pretty impressive, huh? It usually works too, at least the first time during the day. He'll take off and I'll start



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# EASTERN NEWS

## Lack of News

It seems like just four weeks ago since we last put this column together, and not much has happened. Both the ECEA and NETRA season has wound down, and it's getting colder and colder out, but we'll see what we can do to fill the space. Just don't take us to task if all the news isn't eastern in origin, okay?

## Trail Rider Moving Again

We've taken to calling our Granville, Mass., outpost our "summer quarters," because it doesn't look like it's going to be a permanent location for Trail Rider. Due to reasons of a personal nature we're breaking down the northern offices of Trail Rider and heading back south to a new New Jersey address that will be announced in the next issue. In the mean time, all the mail that's being sent to P.O. Box 129, or P.O. Box 217, will still get to us just fine, so stick with either address and you'll be okay. These past six months living up north have been wonderful, and it gave us the chance to ride all the NETRA enduros this season, which was an eye-opening experience. Hope to ride it again next year (possibly on a lighter bike...), but we're very sorry we didn't squeeze in some NETRA turkey runs this year. As long as there are conflicting dates, we will have some difficult choices to make on where and when we ride. Ah well, there could be worse things than too many events to ride.

## Jason Cayer Repeats

After a season of battling with Tommy Norton, Jason Cayer has once again won the NETRA enduro championship. Jason, who's been riding a CRE 250 for Raze's and E-Line, certainly didn't dominate the series, with finishes all over the board, but he was consistent enough to wrap up the points with two races to go. Jason's trouble mostly came from Tommy Norton, 1996 NETRA hare scrambles champ, who decided to flip over to the enduro series this year and see how he could do. He did well

enough to maybe bag second in points, with an overall win at the Mudslinger and the Greylock. Cayer also can claim two overall wins, at Tri-State and Rubber Cow. Kevin Hines won two as well, Monahan and Cockaponset. Of the rest, Paul Milliken won the New England Championship, Mont Fairfax won Rhody, and Bob White took the win at Mohawk. Who won the Black and Blue? We don't know, as of this writing it hasn't happened yet, but we'll know on Monday....

## Josh Wraps It Up

With 18 events on the NETRA hare scrambles schedule, it might seem as if it'll never end, but it's getting close to a finish. The last event is on November 16th, but even before then we know that Josh McLevy, last year's second overall finisher, wrapped it up and is now the NETRA hare scrambles champ for 1997. Josh is young, tremendously fast, and it seems like we've been watching him go since he was knee-high to us...and as a matter of fact, I think we have. All the rest of the NETRA hare scrambles riders are all a tough bunch, though, and Josh had some severe competition from Todd Levesque, Pat Timothy, Norton and Cayer, Randy McCann and many more. What a tough, long series; it's a really proud accomplishment for Josh.

## Bike Tests

We've recently taken delivery of one of the new KTM 380 EXC machines, and we'll be slipping under the microscope over this late fall/winter season. We want to know what's up with that new linkless suspension, as you probably do as well, and we promise not to get all glass-eyed and rave about it...unless it deserves to be raved about. Time, and scrutiny, will tell. We're also working on getting a Kawasaki KDX 220 to fiddle with through the spring, and we'll probably have some tests of E-Line's special bikes, like a CRE 250, a "YZE" 250, an "RME" 250 and maybe even a "KXE" 250. Kevin is definitely branching out with his E-Line enduro parts business, and if he offers bikes to test, well, we'll test 'em!

Charlie's also working on a test of a

TM 250 he's been racing for some time now, and that should be an interesting read. We're also looking around for a winter project to keep Tech Editor Uth out of trouble, and we've got our eye on a Bultaco Frontera that's been parked down the street. We'll let you know what we come up with.

## Road Warrior

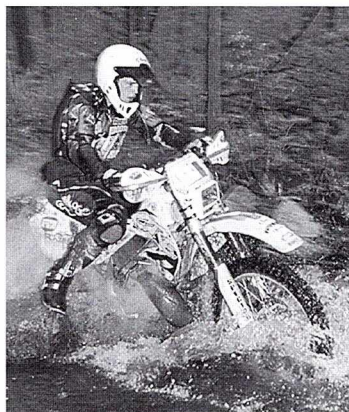
Speaking of Charlie, we've sent him to Peru. Really! Lotus Tours came up with a deal where they wanted to send a journalist along on a two-week dirt bike tour of Peru, and there wasn't nearly enough lead time for Bossman Clipper to go along. Charlie had the time, so he took the trip, and if he comes back we'll see a story on it in an upcoming issue. Lotus, by the way, is known for their spectacular road and off-road tours of some of the most outrageous locales, and if you want to learn more about their trips, call them at (312)951-0031.

## Honda Web

American Honda opened up a site on the Internet, and you can get there by typing in . Once there you can find product information, a dealer locator, Honda Rider's Club information and lots more.

## Pirelli Wins Everything

Pirelli Tire sent us a fax letting us know that they are the first tire company in history to win all five world and European motocross championships. They won the 125cc championship with Alessio Chiodi, the 250cc champi-



## NAMES AND ADDRESSES

### New England Trail Rider

#### Association (NETRA)

P.O. Box 478

Ellington, CT 06029

(860)875-5757

#### East Coast Enduro

#### Association (ECEA)

RD 4, Box 5671

Jonestown, PA 17038

(717)865-0601

#### Vermont Trail Riders Asc.

#### (VETRA)

P.O. Box 136

South Pomfret, VT 05067

#### Pennsylvania Trail

#### Riders Association

#### (PATRA)

Box 77

Thomasville, PA 17364

#### Racer Productions

#### (AMA GNCC Series)

Route 7, Box 459

Morgantown, WV 26505

(304)284-0084

#### Budds Creek MX/H.S.

(301)475-2000

### AMA

P.O. Box 6114

Westerville, OH 43081

(614)891-2425

### New York Trail Rider

### Alliance, NYTRA

### New England-New York

### Coalition, NENYC

8 Komar Drive

Charlton, NY 12019

### New Jersey Trails

### Conservancy (NJTC)

1799 Route 38

Mt. Holly, NJ 08060

### District 6 Sports Asc.

P.O. Box 554

Lebanon, PA 17042

(717)272-6896

### SETRA

5165 Thompson Mill Rd.

Lithonia, GA 30038

### Blue Ribbon Coalition

P.O. Box 5449

Pocatello, ID 83202

(208)237-1557



onship with Stefan Everts, Joel Smets in the 500cc, Fabrizio Dini in the 125cc European Championships, and Javi Remacho in the 250cc. This is the fourth time since 1980 that Pirelli has swept all three World Championship MX series', and along the way they have won 33 of 54 world championship classes. Good job!

### Replating and More

Received a catalog from Rick Peterson Motor Sports, and it's full of amazing stuff. RPM recently purchased the plating equipment from Nickel Silicon Carbide in San Diego, and they have set themselves up to be able to repair just about any damaged "chrome bore" two-stroke cylinder you can come up with. The prices are reasonable, and they also have a catalog of big bore kits that is interesting and most informative. If you're thinking about increasing your stock displacement, you need to get this book. They didn't say if they charge for the catalog or not, so just call them at 818-967-3052 and ask.

### AMA National Enduro Series

The AMA has released notice of the 1998 schedule for national enduros, and here it is:

2/15 Coalinga, CA  
3/15 Phoenix, AZ  
3/29 Belleplain, NJ  
5/3 Wellston, OH  
6/28 Akeley, MN  
7/12 West Greenwich, RI  
8/9 Divide, CO  
8/23 Drummond Island, MI

That's right, there's only eight events, but two of them are right here on the east coast. The March 29th date is the Greenbrier ennduro--think about what the Tri-County Sportsmen are going to do for a national course--and the next is the Little Rhody enduro, on July 12. Both will be great rides, hope to see everyone there.

### AMA Hare Scrambles

The 1998 AMA National Hare Scrambles series is as follows:

2/1 Hollister, CA  
2/8 Wilseyville, CA  
4/5 Hurricane Mills, TN  
4/19 Good Springs, PA  
7/19 Tillamook, OR  
9/20 Park Hills, MO  
10/4 Lynnville, IN  
10/18 Tulsa, OK

The one standout is the April 19 date in Good Springs, PA. That's the Reading Off-Road Riders, and they did such a fine job last year everybody's coming back! □

### Where To Ride

Go on out and do some local trail riding, because there's no organized events this month!

*Thank you, from the 1997  
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Sunstar  
Moose Offroad  
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FMF  
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Acerbis Plastica  
Tech Tubes  
Answer Pro-Taper  
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EK Chain  
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Carrie  
Al & Melissa  
Wanker

Todd Lentze  
Scott & Jerry  
Woody  
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Ron Ribolzi  
Bob White

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Thanks, from Mike.*



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# THE REST of the WORLD

## Catalog of the Month

Here's one that comes close to home in a bi-coastal way. Jerry Bernardo's T-shirt business has been co-opted to Fah-Q Racing, a company run by Russ Stratton in California. They're printing new designs and a few selected old shirt designs and selling them out of a small catalog that you can get by writing P.O. Box 34, Discovery Bay, CA 94514.

If you're not a cheapskate, you'll include a dollar so they don't have to pay postage on it. Also, you can see the Fah-Q T-shirt designs on the World Wide Web, at [www.fah-q.com](http://www.fah-q.com). Pretty scary, isn't it?

## LR Signature Series

Progressive Suspension, Inc. is please to announce that they have signed a long term marketing agreement with off road legend Larry Roeseler to develop and market a "Larry Roeseler Signature Series" line of shocks, fork springs, rear springs and accessories for four stroke off-road and dual sport motorcycles.

"Larry Roeseler's expertise is a natural fit for us in our desire to expand our line of shocks and springs for the rapidly expanding four stroke off-road and dual sport market" according to Progressive Suspension's Larry Langley. Progressive is starting work immediately on developing the Larry Roeseler Signature Series by Progressive Suspension, Inc.

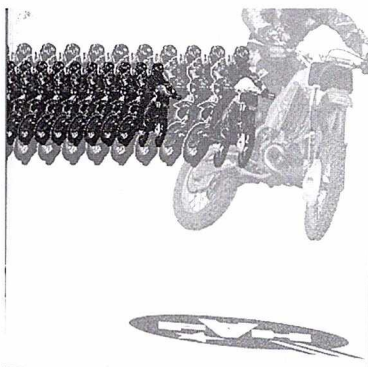
## Baja Book

If you've been reading motorcycle magazines for a long time, you'll probably recognize the name Clement Salvadori. He's been writing for the "street" books for a long time, both about road bikes and ambitious dual sport touring. Well, Clement's gone and written a book about motorcycle traveling in Baja, and if you're interested in the riding the Baja Peninsula you should really get this book. Salvadori puts in plain language all the things you'll need to know to ensure a trouble-free trip, and then he goes into great detail on just where to go. Salvadori apparently knows all the back corners of

Baja, and he tells you about most of them. It's a neat new book, available for \$19.95 plus \$4 shipping from White Horse Press, P.O. Box 60, North Conway, NH 03860. Better yet, call White Horse for a catalog at (800)531-1133.

## Summers Wraps It Up

Scott Summers wrapped up his fifth AMA Grand National Cross Country champion-



ship this year with three rounds remaining in the schedule. It actually makes an interesting story; Summers was credited with the championship on the basis of Steve Hatch's back injury (two cracked vertebrae), and applauded for the win in Cycle News and elsewhere even though it wasn't official. At the next to last race, however, Hatch showed up once again to race, to pre-

serve his second place standing and to possibly win the series away from Scott, broken back and all. It must be a serious need to make him risk paralytic injury by racing, but Hatch was there, and he still had a numerical chance to win the championship away from Summers. To make the day even more exciting, Summers went out and broke his leg and DNFed the race, leaving it wide open for Hatch. Steve was in so much pain that he dropped fairly far back into the field, and then finally blew his engine, causing him to DNF. Would have been an exciting race to see; Fred Andrews won the overall. This was in. This was round 12, in Lisbon, Ohio. As of this writing, there was one more round left. Scott Summers does indeed have the championship now, it is official.

## Delaware Final

Mike Lafferty finished the national enduro season in style, by winning the overall at the Delaware State National Enduro on the 26th of October, the first time he's ever won Delaware. He did it convincingly, too, with a nine point lead over second place Matt Stavish. Kevin Hines was also on hand, trying to break his Delaware jinx, but he once again had bad luck there,

running out of gas in a section after missing his support crew. He still finished third overall. Randy Hawkins entered and rode the event as well, but he too was a victim of bad luck when his ignition fried very early in the event, causing him to pack it in early. Everybody enjoyed the typical lovely fall weather there, and you can read more about it,

and see some pictures from it, next month.

## Read Cycle News

By the way, speaking of Delaware coverage, you can also read about it in Cycle News. We've been working overtime here writing up the local stories and feeding them to Cycle News on a regular basis, and they asked us to put something together on the Delaware race (after the fact...thanks, Cameron...) so we did. Cycle News is a good read, you should get it if you're a real enthusiast. But if you can only afford one subscription, please make it Trail Rider—we need the bux. We'll have all the stories we write for Cycle News anyhow, but you won't get as much road racing and motocross coverage as you will in CN. Wait a minute—that may be the advantage to reading Trail Rider...

## New FIM Rules

Those of you who have been confused about the "over 175cc" two-stroke class in FIM events, like the ISDE, will no longer have to wrack your brains over it. For 1998, they are changing the name to the "250cc Two-Stroke" class. There will also be a new 250cc Four-Stroke class as well, and a Junior championship in 125cc, 250cc, and Four-Stroke, for riders up to 23 years old. Also, the FIM will finally be recognizing (and awarding) an overall winner in a World Championship Enduro event, something they haven't done in the past. For example, Gio Sala winning the ISDE overall is basically an honorary title; the FIM didn't recognize an overall winner until now, just class winners.

## World Enduros

The FIM also announced the dates for the World Championship Enduro Series for '98, with rounds in Portugal (March 28-29), Spain (April 4-5), France (May 23-24), Italy (June 20-21), Great Britain (June 27-28), Sweden (July 25-26), Finland (August 1-2), and the ISDE in Australia on November 10-15. Ride 'em if you can, but plan to go to Australia for the Six Days, it's going to be great and they speak English over there (although they do drive on the wrong side of the road).

## Big Bore

Want to go huge with your Honda XR650L? How about a 720cc big bore kit from L.A. Sleeve? They've got 'em. L.A. Sleeve is also the largest manufacturer of

cylinder repair sleeves for just about all motorcycles, and they've been in business since 1945, so they must know what they're doing. You can contact them at (562)945-7578 for more information. □





# GREYLOCK ROCKS!

## Norton takes the win in the southern Berkshires

By Paul Clipper, Photos by Cheri Alix

Lee, MA 9/7

Tommy Norton had one of those rare days in enduro riding where nothing seemed to go wrong. "I found a pace that was as fast as I was comfortable with, and I stuck with it all day." He said afterwards. "If I went any faster than that, I know I would have killed myself!" It could be true, for his three-point card afterwards had NETRA's top competitors shaking their heads in disbelief. The KTM/Answer/Cliff's Cycles/A-Loop/Dunlop/Dyno Port/Uni Filter-sponsored rider never put a wheel wrong all day and finished a full five points better than Jason Cayer (Razee Cycles/C-Cycle/Spectro/Moose/Tech Tubes) and a Bantam rider Hans Neff, who both carded out with eight points.

The Greylock Riders M.C., named for Mount Greylock, highest peak in Massachusetts, wound up with good conditions for their annual ride, with morning mist and drizzle giving way to a somewhat

overcast but clear afternoon with moderate temperatures. The course was typical rocky western Mass. terrain, up and down the hills of the Beartown and October Mountain state forests. One benefit of all the trail work imposed by the Massachusetts D.E.M. was permission to use a considerable amount of new and resurrected trail for the event, and the Greylock Riders had better than 80 ground miles of excellent terrain on which to test the faithful. A lot of the more open trails were used originally in



Tommy Norton unplugged on the new KTM 200, and took the win with five points to spare.



The author tried to eat his helmet face guard, and did a full Karl Malden on his nose. Can you say "blunt trauma?"



Hans Neff, left, compares notes with Darrell Szlachetka at a gas stop. Neff finished second overall

the 1973 ISDT and previous Berkshire Trials events, but when you're stuck on a hillside cart road hung up on a root the historical significance of the area doesn't impress!

Norton had plenty of company right off the start, as all of the top riders matched scores or came

very close. Second-check zeroes were posted by Norton, Cayer, Neff, and Tech Tube's Bob White, while top-finish hopefuls Rick Claxton, riding for Factory Connection in the AA class, and A Lightweight rider James Kelly both just missed the flip and picked up a point there. The third check was the first real test, and everyone dropped a point there, but the big contest was to see who could get back the time without carrying that point over into check four. Norton and Cayer, along with Darrell Szlachetka, were the only three who managed to do it, carding zeroes while many others dropped one or more. Szlachetka had dropped one at check two, so it looked like a battle between Norton and Cayer until the next check, check five, when Cayer stumbled in a few seconds early

|                                      |  |  |  |                      |          |                     |          |                      |        |                           |           |                 |           |
|--------------------------------------|--|--|--|----------------------|----------|---------------------|----------|----------------------|--------|---------------------------|-----------|-----------------|-----------|
| <b>Greylock Enduro Class Results</b> |  |  |  | 4. Ron Stavens       | Yam ck.9 | 2. J. Burns         | Hbg 21   | 2. M. Bouvier        | Hus 38 | 4. D. Dugas               | Hon 67    | 2. E. Jarvas    | KTM ck.9  |
| <b>Overall High Point</b>            |  |  |  | 5. J. Cooney         | KTM ck.2 | 3. R. Seymour       | Hon 28   | 3. A. Mazur          | KTM 38 | 5. A. Jalbert             | Hon 71    | 3. S. Loring    | ck.4      |
| <b>High Point A</b>                  |  |  |  | <b>A Light</b>       |          | <b>A Senior</b>     |          | 4. R. Peterson       | CRE 38 | <b>B Senior</b>           |           |                 |           |
| <b>High Point B</b>                  |  |  |  | 1. J. Kelly          | Hus 11   | 1. J. Stoddard      | KTM 30   | 5. J. Cardoza        | KTM 55 | 1. B. Kamay               | Kaw 40    | 1. P. Harkness  | KTM 65    |
| <b>High Point C</b>                  |  |  |  | 2. M. Bingham        | Suz 21   | 2. D. Ellingwood    | KTM ck.4 | <b>B Heavy</b>       |        | 2. B. Foster              | Hon 54    | 2. K. Corbiel   | Suz 68    |
| <b>AA</b>                            |  |  |  | 3. S. L'Heureux      | Hon 27   | 3. R. Rodrigue      | KTM      | 1. J. Copeland       | KTM 33 | 3. P. Clipper             | Hbg 62    | 3. N. Ceravolo  | Kaw 79    |
| <b>1. Jason Cayer</b>                |  |  |  | 4. P. Piva           | Suz 42   | <b>Super Senior</b> |          | 2. R. Brown          | KTM 41 | 4. D. Joseph              | KTM 65    | 4. T. Bowyes    | Kaw 93    |
| <b>2. Rick Claxton</b>               |  |  |  | 5. S. Fastert        | Suz ck.4 | 1. K. Goodell       | CRE 44   | 3. J. Cote           | KTM 49 | 5. R. Pratt               | Kaw 70    | 5. J. Fluckiger | Hon ck.10 |
| <b>3. Bob White</b>                  |  |  |  | <b>A Heavy</b>       |          | 2. G. Razee         | Hon 45   | 4. M. Stone          | Hon 58 | <b>C Bantam</b>           |           |                 |           |
| <b>4. D. Szlachetka</b>              |  |  |  | 1. M. Zahansky       | KTM 16   | 3. T. Farley        | CRE ck.9 | 5. P. Vanryswood     | KTM 81 | 1. S. Pimental            | KTM 95    | 1. L. Derby     | Hon 65    |
| <b>5. Paul Milliken</b>              |  |  |  | 2. B. Sironen        | KTM 20   | 4. F. Curti         | Hon ck.7 | <b>B Veteran</b>     |        | 2. S. Petrino             | Kaw ck.10 | 2. P. Fraser    | Hon 78    |
| <b>A Bantam</b>                      |  |  |  | 3. M. Nash           | KTM 62   | 5. P. Haviland      | KTM ck.4 | 1. B. Rocha          | Suz 40 | 3. J. Helliwell           | Kaw ck.5  | 3. J. Green     | Suz 90    |
| <b>1. Pete Tanner</b>                |  |  |  | <b>A Veteran</b>     |          | <b>B Bantam</b>     |          | 2. B. Stadler        | Kaw 43 | 4. F. Frey                | Kaw ck.5  | 4. R. Jaros     | Kaw ck.10 |
| <b>2. Steve Antoniou</b>             |  |  |  | 1. F. Goldberg       | Hon 13   | 1. M. Beauregard    | KTM 48   | 3. B. Riordan        | KTM 46 | 5. G. Rosenboom           | Kaw ck.2  | 5. T. Smith     | Hon ck.6  |
| <b>3. D. Fraser</b>                  |  |  |  | 2. K. Robbins        | CRE 15   | 2. B. Edwards       | Kaw 48   | 4. M. Griff          | Yam 62 | <b>C Light</b>            |           |                 |           |
|                                      |  |  |  | 3. S. Fischer        | Hon 17   | 3. J. Picard        | Suz 49   | 5. P. Armstrong      | 77     | 1. J. Silva               | 77        | 1. K. McKenzie  | KTM ck.11 |
|                                      |  |  |  | 4. T. Vella          | Hon 21   | 4. C. Borovicka     | Hus 51   | <b>B Four Stroke</b> |        | 2. S. Hoginski            | Hon 88    | 2. C. Kennedy   | Suz ck.10 |
|                                      |  |  |  | 5. M. Cyr            | Hon 22   | 5. K. Bessette      | Kaw 60   | 1. B. Liebanthal     | Hon 35 | 3. C. Orlinski            | Hon ck.3  | 3. F. Bauer     | Hon ck.8  |
|                                      |  |  |  | <b>A Four Stroke</b> |          | <b>B Light</b>      |          | 2. L. Dutlinger      | Kaw 45 | <b>C Heavy</b>            |           |                 |           |
|                                      |  |  |  | 1. B. Drummey        | Hon 20   | 1. G. Renold        | Suz 34   | 3. A. Fabiano        | Hon 56 | 1. D. Wernersbach KTM 122 |           |                 |           |



and picked up two points while Norton again zeroed. Bob White also picked up a burn there, ending his chances for an overall, as long as Norton didn't make a mistake.

But that never happened. Norton just caught the flip into check seven, and he was the only person to card a zero there. Cayer, Neff, Kelly, White and Szlachetka each carded a one, while Claxton picked up a two. The next points-taker was check nine, where Norton once again just made it in with a one-point loss, while everyone else dropped at least two points. White and Szlachetka each had trouble in the section, dropping five at the check nine check-out.

The last two sections were back to back,

and while Norton picked up another point at check 11, he got it back and made it into check 12 before the flip, for a total of three checks with one point lost. Cayer came closest with a one-one at the last two checks, while Neff and Claxton did a two-one, and White pulled off a two-zero. Norton took the overall, while Cayer had to settle for second in the AA class, and Neff picked up High Point A for the day.

In B class action Team Cow's Joe McLaughlin rode his Kaw to a High Point B trophy, beating out fellow team member Jim Copeland, both finishing with 33. The C High Point went to Paul Silansky, who rode his Kawasaki to a 62 point finish, beating out Pete Harkness and Layne Derby, both with 65 points. □

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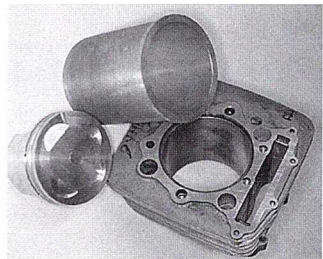
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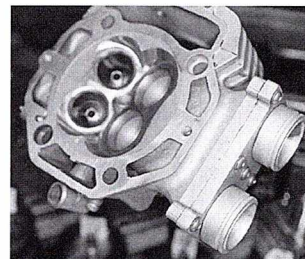
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# HOOT OWL II

Some hare scrambles are better the second time around

By Cheri Alix

Uxbridge, MA 8/31

It was the second running of the Hoot Owl, but you'd never guess it was the same course. The previous race, which was held in the spring, was nothing but mud and ruts. With the dry summer and a few course changes it was a completely different scene. The ten mile course was dry as a bone with only one mudhole. Sections that were previously impossible were now dry and rocky. Areas that were previously underwater were now fast, dusty straightaways.

Nine riders lined up on the AA row. The start sent them around a small field section before heading up a hill and over a ledge. They were then funneled through two rock walls before crossing over the dirt road and into the woods.

When the flag dropped it was Team Green's Patrick Timothy grabbing the holeshot. Right behind in a cloud of dust were Todd Levesque, Josh McLevy, Jason Cayer, Tom Norton and Ken Law. Cayer went down on the first stone wall, turning fourth place over to KTM's Tom Norton. Timothy's lead didn't last half a mile before he also went down, allowing Pub Racing/REP Levesque to take over the lead.

By the time the riders completed the first four mile section and crossed back over the dirt road and through the starting field, it was an all-out battle between the top five riders. Levesque still had the lead by only seconds over AXO/Tech Tube-sponsored McLevy, Torco/Dunlop/Scott Performance's Norton, Law and Timothy. It wasn't far into the second section when the riders began changing places. McLevy was the first to fall back, pinging off a rock and allowing Norton and Law to move ahead. With the riders so close together, any little mistake meant a position. Norton discovered this when he blew a corner in a cornfield and Law slid by, moving into second place.

At the end of the first lap, it was Levesque, Law, Norton and McLevy all separated by only ten seconds. Levesque pulled in for

gas, moving Law out in front with Norton only three seconds back. Levesque had a quick pit and was able to get back out just ahead of fourth place McLevy. Timothy was back another thirty seconds in fifth place.

Law and Norton had pulled a few seconds on the rest of them when Law got sideways on a hillclimb and ended up coming back down the hill in Norton's line. The two avoided crashing, but Levesque was allowed enough time to catch up and pass both riders once again, taking over the lead. Norton made it out right behind, followed by McLevy then



Tommy Norton showed his hare scrambles skill by taking a solid win at the Hoot.

I went over the bridge and got by him, just barely."

The two hung together for a few miles when Norton's bike kicked up a piece of log and it went into Levesque's front spokes, taking him down and knocking out a few spokes. By the end of the second lap, he had dropped back to third, ten seconds behind second place McLevy. Norton moved out in front, putting twenty seconds on McLevy. Law was holding onto fourth place but falling off the pace and starting to get pressure from fifth place



Todd Levesque relaxes on the starting line, shortly before running second and losing a few spokes in the process. He finished fourth AA.

Law.

"I got right on Levesque and started pressuring him," Said Norton. "At the only mudhole, Levesque went in and almost endoed.



McLevy led briefly, bobbled and let Norton by, and then never saw clear air again. He finished second.



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Randy McCann hunts through the dust. The course was completely different from the spring ride.

Timothy.

Timothy caught and passed Law halfway into the third lap, putting over a minute on him by the end of the lap. Norton was also moving out front, increasing his lead over McLevy to over thirty seconds. Levesque was still in third place down only ten seconds from McLevy.

After just under two hours of racing, it was Norton taking the overall with one minute over second place McLevy. Third place went to Timothy after passing Levesque only a hundred yards from the barrels.

|                                  |     |
|----------------------------------|-----|
| <b>Hoot Owl II Hare Scramble</b> |     |
| <b>Class Results</b>             |     |
| Tom Norton                       | KTM |
| <b>Overall Champion</b>          |     |
| Ken Valentine                    | KTM |
| <b>A High Point</b>              |     |
| Chris Penzella                   |     |
| <b>B High Point</b>              |     |
| Jim Walsh                        | Hon |
| <b>C High Point</b>              |     |
| <b>AA</b>                        |     |
| 1. Tom Norton                    | KTM |
| 2. Josh McLevy                   | Hon |
| 3. Patrick Timothy               | Kaw |
| 4. Todd Levesque                 | Yam |
| 5. Ken Law                       | Yam |
| <b>Junior</b>                    |     |
| 1. Drew Carpenter                | Suz |
| 2. Derek Phelps                  | KTM |
| 3. Nathan Kanney                 | Yam |
| 4. Boyd Brower, Jr               | Yam |
| 5. Joe Mullaney                  | Hon |
| <b>Mini</b>                      |     |
| 1. Robert Rowe, Jr               | Kaw |
| 2. Robert Langenback             | Yam |
| 3. Brian Choquette               | Hon |
| 4. William Rowe                  | Kaw |
| 5. Scott DeCosta                 | Kaw |
| <b>Women</b>                     |     |
| 1. Heidi Landon                  | Kaw |

|                           |     |
|---------------------------|-----|
| 2. Susan LaFlamme         | Kaw |
| 3. Dawn Silvia            | Kaw |
| 5. Michael Calderon       | Yam |
| <b>Novice Open</b>        |     |
| 1. Roger Crandall         | Hon |
| 2. Eric Poirot            | Hon |
| 3. Richard Zeleznik       | Kaw |
| 4. Robert Therrien        | Hon |
| <b>Novice Four Stroke</b> |     |
| 1. Patrick Murphy         | Hon |
| 2. David Oram             | Hon |
| 3. Bryan Cook II          | Hon |
| <b>Novice Senior</b>      |     |
| 1. Paul Caouette          | Kaw |
| 2. Guy Marcotte           | Yam |
| 3. Mike jakuhowski        | Yam |
| 4. Charles Kennedy        | Suz |
| <b>Amateur 250</b>        |     |
| 1. Scott Robert           | Hon |
| 2. Josh Beebe             | Hon |
| 3. Greg Messier           | Yam |
| 4. John Cardozo           | KTM |
| 4. Luke Dawson            | Yam |
| <b>Amateur 200</b>        |     |
| 1. Lionel Asselin         | Hon |
| 2. Daniel Nelson          | Suz |
| 3. Albert Joa             |     |
| <b>Novice 250</b>         |     |
| 1. Edward Barter          | Hus |
| 2. Patrick Kuerner        | yam |

|                        |     |
|------------------------|-----|
| 3. James Anello, Jr    | Hon |
| 4. Eric Dahl           | KTM |
| 5. Vinny Leonardo      | Hon |
| <b>Novice 200</b>      |     |
| 1. Robert Hart         | Kaw |
| 2. Rick Blei           | Kaw |
| 3. mathew Thomas       | Kaw |
| 4. Larry Rotta         | Kaw |
| 5. Joel Lombra         | Kaw |
| <b>Novice 125</b>      |     |
| 1. Jason Ruotolo       | Hon |
| 2. David Harris        | KTM |
| 3. Michael Bushey      | Suz |
| 4. Caleb Kanney        | Yam |
| 5. Shaun Pimental      | KTM |
| <b>Novice Veteran</b>  |     |
| 1. Dale Wager          | Kaw |
| 2. Steven Poplasky     | Hon |
| 3. Robert Rowe, Sr     | Kaw |
| 4. Jim Menachin        | Yam |
| 4. Brian Wozniak       | kaw |
| 5. Ryan Dellaghelea    | Yam |
| <b>Amateur Veteran</b> |     |
| 1. Craig Pratt         | Suz |
| 2. Lance Longo         | Suz |
| 3. Dave Dzenutis       | Hon |
| <b>Amateur Open</b>    |     |
| 1. Lorne Garolnik      | Hon |
| 2. Casey Griswold      | KTM |
| 3. Peter Matteau       |     |

|                            |     |
|----------------------------|-----|
| <b>Amateur Four Stroke</b> |     |
| 1. Austin Jalbert          | Hon |
| 2. Nathan Hubbard          | Hon |
| <b>Expert 250</b>          |     |
| 1. Charles Timothy         | Hon |
| 2. Mike Lewis              | Hon |
| 3. Robert Carlson          | Suz |
| 4. Brian O'Neil            | Kaw |
| <b>Expert 200</b>          |     |
| 1. Hans Neff               | KTM |
| 2. Brian Lawson            | Yam |
| 3. Glenn Brigham           | Hon |
| <b>Expert Veteran</b>      |     |
| 1. Lee Pelletier           | Hon |
| 2. Mark white              | Suz |
| 3. Ken Held                | Yam |
| 4. Scott Raymond           | Kaw |
| <b>Expert Open</b>         |     |
| 1. Ken Valentine           | KTM |
| 2. Jim Simcock             | KTM |
| 3. Roger Billharz          | KTM |
| 4. Dan Salomone            | KTM |
| <b>Expert Four Stroke</b>  |     |
| 1. Jerry Shinnors          | Kaw |
| <b>Expert Senior</b>       |     |
| 1. Steve Formanek          | Kaw |
| 2. John Dunn               | Kaw |

"I could hear him behind me, but I figured we were so close to the end he'd never be able to pass me," said Levesque after the race. "But I slid out in the final corner and he passed me."

Law rounded out the top five. Taking the Expert class win and finishing eighth overall was Open Expert rider Ken Valentine. Expert 125 rider Hans Neff also finished in the top 10, taking ninth for the day and the Expert 125 class win. Yamaha 125 rider Brian Lawson took second in the 125 class.

In the Amateur division it was Chris Penzella taking the class overall.

The Juniors ran two laps of the ten mile course earlier in the day. Drew Carpenter once again showed his winning form by taking the Junior class win with forty seconds over second place. Derek Phelps and Nathan Kanney battled it out right to the finish line with Phelps taking second place by only three seconds. Boyd Brower came around, back another twenty seconds, in fourth. □

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# WINTER TIRES

Studded knobs: what's available this year

It seems like everyone you met this fall said "It's going to be a mild winter!" Do you believe it? Not on your life. We predict it will be a winter like any other; yeah, it's mild, assuming you like frigid temperatures, freezing rain, snow, ice, and a car that won't start.

Since that season is upon us, we'll let you in on one not very well kept secret: if you want to keep riding, you're going to have a lot more fun with a set of studded tires. Now, a lot of you right away are going to say "No way, I can just put screws in the tires and go ride!" but studded tires are different. First, if you put in the wrong kind of screws you won't get much benefit (don't use round-headed screws, for example). Second, even if you use the industry standard Kold Kutter ice racing screws, you're still going to lose some while you ride. If you install them wrong, you'll lose all of them during a ride. And finally, screwed tires are not legal for NETA competition, like the Snow Run (unfortunately canceled this year) or Clarkie's hare scrambles.

So you get a set of studded tires—which are fairly expensive—and how do you keep them prime? The main thing is to not use them when the temperature gets warm, or when

there's no snow on the ground. It sounds elementary, but the temptation is great, when there's a sudden melt, to just leave the spikes on and go riding. The problem with this is that most winter tires are based on special rubber compounds that are much softer than what we'd normally use. So when those fine spiked tires come in contact with dirt and rocks they wear alarmingly fast. Most real winter riding enthusiasts have at least two sets of studded tires available because of this. For full-on snow and ice they'll have a set of special full-spoke winter tires, and then for warmer spells they'll have a set of harder-carbide "normal" tires with car studs installed. Most any vendor supplying spiked tires also can install car studs; ask them about it.

And the reason for all this switcheroo back and forth should be obvious: spiked tires are expensive. There's a lot of labor involved installing all those studs. So unless you have money to burn on spiked tires, you'd better get used to tire changing all winter. Oh yeah. If you hate changing tires, wait 'till you try it with a set of sticky-rubber tires bristling with carbide-tipped studs. Hint: wear old clothes, and keep your knees off the tires.

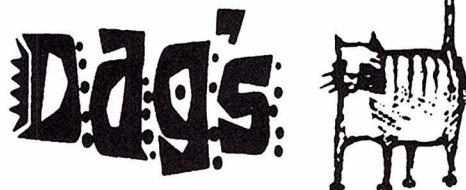
## Trelleborg Friction Spikes

Here's the granddaddy of all winter tires, and the standard by which everyone else is judged. Trelleborg uses a special thermoplastic rubber compound that stays soft even in frigid cold, and is said to offer amazing grip on snow and ice. The tires are even available without studs, in the special Winter Friction compound, for folks who don't need spikes (frozen dirt surface). The studs Trelleborg uses are sought after the world over by people who want to stud their own tires. They are made out of tremendously strong and sharp carbide steel, with



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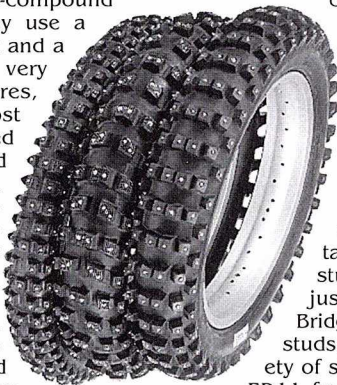




a mushroom-shaped base that is nearly impossible to pull out of the tire carcass. Actually, in order to get these studs out you have to rip the knob or tear it completely off, which doesn't happen often. Most riders can get two, three, or more seasons of use out of a set of Trelleborgs, making them a little more economical than their premium price would have you believe. We've used Friction Spikes and they are excellent. Trelleborg is distributed through Parts Unlimited, and they can be ordered by any motorcycle shop. Available in a variety of sizes, from 2.75-17 and 80/100-21 fronts, to 4.10-14, 4.40-18, 110/100-18 and 110/90-19 rears. Prices run from a suggested retail of \$210.95 to \$378.95 each.

#### Motorace Studs

Motorace distributed Trelleborg Friction Spikes for years, and over time learned a lot about studded tires. They use a carbide stud very similar to the Trelleborg stud, and install them into special soft-compound Cheng Shin tires. They use a Cheng Shin C855 front and a C856 rear, these are very soft, inexpensive tires, which keeps the cost down, and we've tried them out before and know that they work really well in cold conditions. Expect them to wear rapidly if you get lazy and leave them on when it warms up. Motorace offers a choice of stud patterns to suit your intended use, so if you want long studs for deep snow,

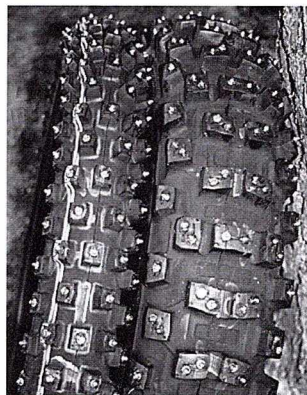


Motorace

they can do it, also they can run a single stud into each knob, or two into each (rear tires). They are available in 14-inch, 17-inch, and 21-inch fronts, and 17, 18, and 19-inch rears, priced from \$149 to \$199 depending on size and stud configuration. Distributed by Motorace and available through dealers, you can call (800)628-4040 for more information.

#### MTA Winter Studs

Tom Nebel lives and works in the Pittsburgh area, and has been making a small living in the winter studding tires for Motorcycle Tires & Accessories. He specializes in car studs and what he calls a "winter stud" that is once again very similar to the Trelleborg stud in appearance (Disclaimer: The Trelleborg people will be the first to jump on us if we don't explain that a stud "appearing" the same as a Trelleborg stud doesn't mean that it is the same. We won't get into any value judgements here, but for certain Trelleborg will tell you that their studs are the best, and the rest are just imitations.). Nebel studs Bridgestone M-60 or M58 tires with truck studs, car studs, or winter studs, in a variety of sizes, and he also studs Bridgestone ED11 fronts with car studs or winter studs. We had a pair of his tires to try last season,



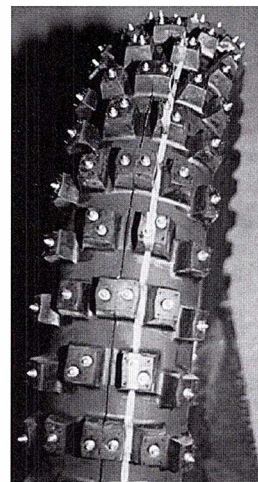
MTA Winter Studs

and then the snow didn't cooperate, but they look really good. Nebel's tires are available in any size Bridgestone produces, and you should call him if you have special needs. The prices run from \$95 up to \$149 each, and the phone number at MTA for more information is (313)513-0210.

#### Kevin's Cycle

Kevin's Cycle is an institution among NETRA trail riders, winter or summer. The reason is they ride what they sell. Kevin's is studding IRC tires for winter use this year, using carbide tipped auto rally studs that they get from a European supplier. Once again, these studs

are very, very similar to Trelleborg studs in appearance. They have 110/100 X 18, 110/90 X 19, and 80/100 X 21 IRC's in stock, at \$179 for the rears and \$169 for the fronts. Kevin's also has experience in car studs, so you might call them if you want something a little less radical. Their phone number is (508)654-4998. □



Kevin's Cycle

### 1997 NETRA HARE SCRAMBLE CHAMPION: JOSH MCLEVY



All of us at Manchester Honda would like to congratulate **Josh McLevy** for winning the 1997 NETRA Hare Scrambles series. Great job Josh, best of luck in 1998!



Jonathan Kevin  
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Mike Jaci John  
James Travis



# HEY HEY SIX DAY!

About a tenth of the story, wrapped up in a too-long package

By Charlie Williams, non-preacher

## Lumezzane, Italy ISDE

**P**icture this scene: Franco Acerbis, for some unknown reason, has taken a group of us to dinner. I'm sitting right next to Clipper, kind of under his wing you might say. It's not a real fancy place but it has a broad menu and Franco has taken over translating for the waiter which at first I thought was going to be a blessing but it actually led to my whispered comment to Clipper:

"You know I'm not so used to this much squiggly-eye on my plate."

"Octopus or octipalitti" replied Paul.

"Guck, don't even say octipalitti around me, and what in the sam hill are these things!?"

"Calamari, or squid."

"Oh sweet gypsum. I thought Frank liked us."

"Franco. He does like us."

"Why the hell's he trying to kill us with this sea trash?"

"These are all delicacies, not sea trash."

"Hey, the only thing I ever had near my mouth that had eight legs before were the

across the bridge of Paul's ample nose. A stream of white blood oozed out.

He just smiled and that's when I noticed how white his teeth were. He quietly dabbed the quickly clotting white blood with a napkin and said to me, "Look, you bumbling moron, if it wasn't for me correcting everything you write the world would know what a fool you really are. I'm the genius, you are just the ignorant piece of meat I control like a carrier pigeon. You may think you're a writer, but remember, I'm the only one who tells you that you can write whatever you want, but I get to correct and edit and I'll print whatever I see fit! Now eat your squigguli and shut up."

He's quite right you know. The person that you meet and the person who writes these articles are two totally different people. In real life I am big, dumb and slow—not that I'm any more in print—but in real life I remind myself of Muhammad Ali now, not years ago..

Jethro goes to Italy! When Mom heard this she immediately begged my little brother to go with me. He said, "You carry the bags, I'll carry the tickets." Okay. It's not that mom doesn't trust me, she just knows me and doesn't trust the rest of the world. Put a yellow wig on a fire hydrant and I'll chase it all night. Looks about right, smells about right. We stood as a strange, hunchbacked group at the airport, mom wiping my face clean using my father's handkerchief and a big wad of spit. She said, "Now you do everything your brother tells you. I tied a string around your wrist and your woobie, now you two be careful."

"Okay mamma. Plane now?"

Italy was actually pretty easy to adjust to, and with few hardships. Although there isn't a straight road in the country, navigation was pretty easy because at each intersection there would be a post covered with signs helping you find your way. Usually the most difficult portion of the trip is finding the rental car, exiting the airport, then finding your hotel. We had few problems while others took hours to perform the same task. I was confident Mom had chosen a good escort for me.

Since my brother Josh and I were not riders or important support people, we were placed in the old hotel downtown while the rest of the team stayed in the newer hotel outside of town. This did not make it any easier to become one with the team, or with one of the established cliques. All the team meetings were held in the new hotel and if we wanted any information we had to drive 20 minutes to check the bulletin board.



The guys agreed that this was one of the tightest sections of trail all week.

Higginbothom sisters, and as far as eating squigguli goes, I'm finished. I'd throw up but all this stuff's got suction cups on it holding it down."

"Squigguli is very good. Be quiet and try some."

I'm in a typically dark mood. Busted ass tired, covered with splashes of orange mud, smelling like infection. Tired of Six Day, tired of dragging around, now I'm being fed chopped up octopus legs that I don't think have been cooked, either. What's the difference, raw or boiled?

"Look Whitey, I ain't eatin' no more squigguli, and I'm tired you correcting everything I say!"

"Not eating, not 'ain't eatin'..."

"You know Paul, it just occurred to me. Your hair is the color of correctable White Out. You are the human editor!" With this revelation I took my extra sharp squigguli knife and sliced it



Me with a couple of American national champions, Geoff Ballard (left) and Shane Watts. Brother Josh is next to me in the background, standing next to the Australian guy with the low-maintenance haircut.



The Graber family gets ready for impound. Chris works on his bike while Cheryl gilds the lily.

One plus of staying uptown was that we were not suspects in the vandalizing going on at the newer hotel. It sounded like about 500 dollars worth of damage had been done, but this was a lot cheaper than the 27 thousand dollars the AMA was billed for rental car damage when the gang went to Poland. Rumor has it a certain resident of Michigan was responsible for most of the automobile damage.

My brother and I, through kind act of Clipper and this magazine, we were both able to get gold press passes. Now don't get too excited, this didn't get us much other than free coffee in the press office. No, we don't work for National Geographic nor do we dress in our pavement safari costumes. I don't carry a note book, tape recorder, camera bag, lap top computer, plus all the peripherals. I write less about the facts and figures and write more about the feel of an event. For this I don't need a notebook. I can remember the big events and filter out the less pertinent information using plain old forgetfulness.

One day walking around in the parc ferme a voice behind us hollered out, "Fake press!" it



was an American who had befriended Mark Kariya, and danced in his shadow all week. He was saying that Kato was real press, and we were fake press. This really bothered me, not that I was being call a fake, that's an everyday. But why did it make any difference to him what our role was? Did being Kato's fluff boy raise him to a new name-calling status? Boy (editor's note: this is not what was originally written by Mr. Williams, but it's much more socially acceptable), did that make me angry, but there it is in the church lady's guilt trip manipulation guide: "Thou shalt judge and ridicule others until they go sit at a check point all day." Verse 12 says "Team spirit, catch it!"

Our team...enough said. Let's get on with the fun stuff. I have some new Six Day heroes to tell you about. One's name is Dory Molinari. She rode an XR250 for the Italian team. She finished second to last in the class, for a bronze medal, and she rode every day. Hers was a personal battle, but it was rewarded richly when she was introduced with the winning Italian team at the final presentation. She got almost as much applause for her bad self as the rest of the team put together. Then one day I saw her driving a car down the street, just a regular girl on the way home from the Six-Day. Wow! She was pretty to look at too, looked a little like a tall blonde fire hydrant.

Another hero is Chris Graber, representing the Missouri Trail riders, Team Mooch and Trail Rider magazine. Well, Chris brought his wife, son and mother along, that would be a Six Day in itself. Then, the night after the Australian's party, Chris got picked up by the Police for being drunk while driving around. He didn't really get in any trouble except the Police did call his wife and made her come downtown and pick him up. See, they found his plastic wrist bracelet and thought he was fresh out of the hospital, since he was speaking slurred gibberish, he needed help.



Whitey congratulates Gio Sala after the final motocross. Right: We ran out of stickers, so we began custom-lettering bikes.

the creek and started riding down waterfalls until he finally got to one too big to risk so he laid the bike out flat in an open area (so the rescue helicopter could see it better), and he started hiking out on foot.

Before long he came across trail arrows and four Italian spectators on bikes. Using busted Italian he explained where his bike was and what had happened, they went back up the creek to get it. Chris said these guys were expert trials riders, all capable of doing things on a bike he wouldn't even think of, and between the five of them they got his bike out of trouble and back on the trail. Unfortunately he got into impound late and was disqualified. He got

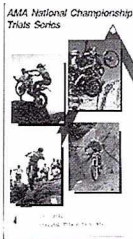
a finishing score but no medal, which is too bad because he had been on a good solid silver all week and actually did pretty good in the final moto, even if he wasn't supposed to be there. Now there's a Six Day story for you, none of those hair-splitting special test scores.

To me this is what the Six Day is about, the adventure of travel, the rigors of racing, and the possibility of discovering the unknown. See, after a week of following arrows Chris was now lowering his bike into the unknown. Deeper and deeper into a bottomless pit possibly, all he knew was he had to keep going, nothing else mattered as long as he was going. All our lives we have been taught rules like "don't ride your 600cc motorcycle down hills you can not climb." But there goes Chris, deeper into the unknown. Rules like, "If you are in trouble, stay next to the trail for the clean up crew." By now Chris is so deep in the ravine he couldn't hear bikes above him on the trail. Chris ignores the



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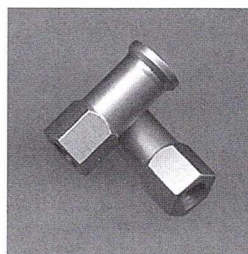


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rules to keep going, acting on instinct, "Must keep going, Six Day, never ever quit, must keep going, Six Day, never ever quit."

See, this is the "passion" that is commonly referred to. When a man is out of his wits and acts on raw nerve, screw the rules, this is the Six Day and I'm finishing! This is what Six Day is, it is big enough and old enough and revered enough that riders with the passion will overcome all sorts of crazy odds just to finish. Others may not feel this way. That is their own personal loss. See, if you don't make something special out of things in your life you wind up with lots of empty, meaningless events with dollar signs next to them. If you take the time to add your own feelings and sentiments, the Six Day really means something. Didn't you see the movie? The only event Malcolm really takes seriously is the Six Day. Are you so advanced you don't take advice from your elders?

How about Tullio Pellegrinelli, when he broke his shoulder in Tulsa and rode for days? This determination is driven by something deep. Or Curt Wilcox at Tulsa, where he lost a toe! Sure, he replaced himself with another rider but by the end of the week old Nine Toes was back in the saddle. To these men the Six Day has meaning. Maybe if it comes too easy, you don't have enough respect for it, maybe if everything is handed to you don't fully appreciate what you are being handed. "It's free, it must be cheap."

I wish I could write the words so that you could understand how and why the Six Day means so much to so many people, but wouldn't that just cheapen it for you? If I hand you the answers there is no effort on your part and without effort the rewards mean less.

Look at our country's greatest riders: Malcolm Smith, Larry Roeseler, the Penton family, Fredette, Chris and Drew Smith (just to name a few). Don't and didn't these guys feel the Six Day was more important than any race in the world? Fredette could stay home and win the



Everybody loves to spectate at the final motocross.

Moose 101 year after year, but he knows there is bigger game to be had. No, Fredette can't go win the overall at the Six Day, but should he stay home and race around his house? This was Fredette's 17th and Drew Smith's 18th Six Day finish. To me this is a greater accomplishment than how many championships you can win on the quad path circuit.

Now here we go again, just because I don't feel racing around and around the same teeth jarring track is as fulfilling as the Six Day format, all the loop stars think I'm against loop racing. Wrong. Loop racing is popular, it has some great series, it has huge turnouts and competition is incredibly fierce, but my feelings are it is only a stepping stone to bigger things. In the perfect Charlie world you would start out as a kid racing

motocross. Once you master the 1.4 mile course, perhaps you are ready for a bigger track. This step would be hare scrambles. Around and around you go, now on a 10 mile track. Your skills and talents grow until you are ready for the next step up, enduro. In enduro you still cover ground at race speeds, but this is ground you have not seen lap after lap. In an enduro you are racing into the unknown, something new behind every corner. If you get to walk the course then ride it lap after lap, I'm afraid you lose that feeling of adventure. That's where our new National Enduro champion Michael Lafferty shines, going faster than any one else, into the unknown.

To me, that is riding. Let me define what I think riding is. If you are steering a machine through the woods, under complete control, knowing what lies ahead; to me that's not riding, that's steering a machine through the woods. Now if you don't know what is next and you are going as fast as you possibly can, going for miles on the ragged edge, with only yourself to pace and push against, now that's riding. Enough of my value preaching, let's get to the racing.

By now you've heard about the American container not arriving until a few hours before the start of the race. It doesn't really matter whose fault this is because they learned their lesson and the container will be shipped on time next year. What a scene it was when it finally did show. Then the first crane they sent wouldn't budge the thing so we had to wait even longer for another crane. Eventually the team started unloading right off the back of the truck, and we are lucky no one got hurt because it was very dangerous dragging these bike crates around 6 feet off the ground. Emotions were high and a group of men were carrying a crate when a Mercedes wagon pulled up and blocked their way, Wild Bill Rush slammed his fist on the hood of the car and the passenger angrily unfolded from the front seat and I thought we were going to see some fisting. Wild Bill became White Bill,



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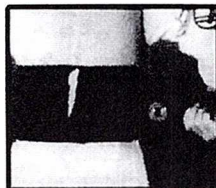
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*The American pits in full bloom. It really was a very well-organized support effort, with a large group of truly caring, enthusiastic helpers.*

but the much larger passenger let him live. Then it would rain some more and send every one looking for shelter, the team USA tent was still buried. Man what a mess. Not only did you have the entire American contingent working feverishly to get their work done, but then everybody else associated with the Six Day came out to watch the mayhem Total chaos. Then to add to it we were located on the street and the car traffic never let up. Everything was done on tip-toes.

Then came impound. Everyone accuses the Italians of cheating and they sure do. They broke every rule they could just to let us ride. First, impound was extended for us by two days, then they let Randy Hawkins impound without lights. Do you think we would have let Sala impound without lights? No way! They did make Randy sweat though. This was one of the more intense scenes of the week. Randy was the last rider to impound and the officials caught him using battery-powered lights and refused him. So with like 20 minutes to go Kevin Hines produced a lighting coil for a 125 Yamaha and they started working on Randy's bike. Hugh Fleming, our team leader, was standing at the edge of the officials' tent, with rain dripping on his head with both hands at his chin in a prayer position begging for just a few more minutes. Most of the officials were okay with this, considering the circumstances, but there was one guy sitting at the table who had a schedule to keep.

Wow, this was such a dramatic scene. The Parc Ferme was on the floor of the local soccer field. The organizers had built a wooden deck that completely covered the perimeter, complete with ramp up and down for the starting line, it was the biggest deck I've ever seen, and being a mobile home resident I've parked next to a lot of decks in my day. The stadium would hold about 3000 people. It was pretty big, built out of concrete, not just aluminum bleachers set up around a hay wagon (ala Tulsa). Right now there were only 50 people in the stands, only a dozen people on the floor. The place is only half lit and it is raining off and on, 516 bikes have already been impounded and we are all waiting on Randy. Randy tried his best to get the battery lights through tech inspection, he was really laying on the southern accent, but the officials had seen a South Carolina headlight before. Again I think most of the officials would have let him slide except for the one guy, he was the heavy, and Randy started putting on the lighting coil back in the pits. Pretty much a miracle there was one to be found at all. The one guy announces "Teen more minutes." It starts to rain a little harder. Randy's bike is stripped, the bottle of wine on the officials table is nearly empty, impound is closing, with or without our top 125 rider. Randy quickly walks up carrying his helmet and his seat, he sets it down just in front of the judges and started walking back to his bike. A parent would have said, "Don't you walk like that! I told you get to your room and I mean now! He slowly starts pushing the rest of the bike up while five sets of hands reach around,

over and through, working on the bike. The moment of truth and it was obvious it wasn't going to pass inspection—now it wouldn't even run. Doom. Then the one guy, you know, the one guy stands up and says: "Eez okay, you feex in the morning, wee check you at the morning. Quickly you go, good night."

The officials folded up and were gone, leaving a very relieved crowd of Americans. This was one of my favorite memories of the week. No, it wasn't a double jump but it was emotional and the small

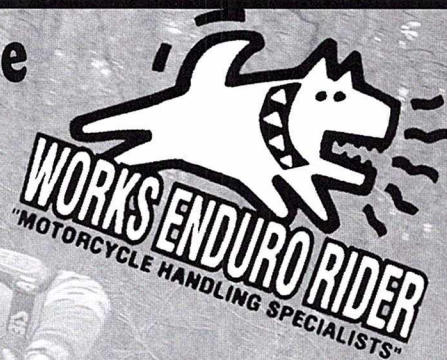
crowd was on the edge of their seats. But where else can watching the last bike impound be exciting? Only at the Six Day. The next morning they tell Randy they won't check his lights until impound that evening, giving him all day to work on the lights. Those cheating Italians.

How much cheating went on? Since it seems I'm the first writer to put the words motorcycle and cheating together, I am looked at as an authority seeing things from both sides of the fence. Rumor had it the grass tracks would be worn in and hard as a rock and the Italians would fly. Only partially true, the Italians do fly. All the special tests I saw were brand new, not a knobby track on them, ever. They weren't even staked out until a couple of days before the event started.

The prediction of "easy trail" was pretty much spot-on unless you were one of the late riders who had to ride in the rain several days. Trail conditions would deteriorate quickly making

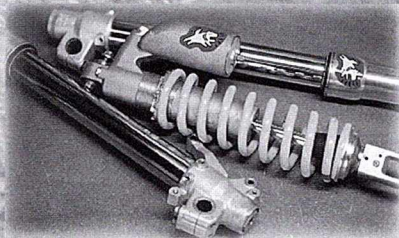
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some hills unclimbable and creeks impassable. Scott Hoffman and Tommy Ady were test-wading a creek to see if the bikes could cross when Scott was suddenly washed off his feet by a floating brush pile and Tommy had to drag him out by his chest protector. Where else but the Six Day?

Okay, it was day four, I think, the next to the last check was tight on time. Some guys made it. Chris Smith did; he said he was scared to death, passing cars, dodging traffic, taking chances, and made it 30 seconds into his grace minute. It turned out that many of the Italian riders actually dropped points here and the officials subsequently threw the check out. This was foul play, but look at it the other way. If the Italians were late, they must not have known the course as well as we like to think, right? What if only six Italian riders had made the check? A majority of the riders missed the check, so they threw it out. Unfortunate for the riders who did make it in time, but I believe it was a fair call, they don't want you to have to race on the public streets and though it's an afterthought, their actions reinforce the easy trail speeds for safety if nothing else.

Besides, Sala would have won even with a 60 point penalty. Both the Italian Trophy and Junior teams would have won even if they had been assessed 60 points apiece. The manufacturer's and club teams were won by Italy with or without the penalty. The Italians win! Again! Because they cheat? They don't have to cheat. They can whip the world anyhow.

Besides, we had to cheat our tails off just to finish fifth! Remember the well-publicized transmission swap from last month's story. In no other type of racing can you get this kind of side show going on except at the Six Day. Please, a small round of applause for this extraordinary effort.

If the Italians don't cheat, how do they win? Well, after visiting Italy briefly it has become



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quite clear to me why they win. From the moment they are born they are subjected to a lot less "What If." We as Americans are guarded every inch of the way with oversized sidewalks, lines on roads, hand rails on stairs, warning labels on everything, insurance, sue for a million attitude. We are so insulated from the everyday dangers with air bags, ground fault interrupters, automatic shutoff, keep hands clear of all moving parts. The Italians don't have all this crap. Life is more raw, and you are responsible for your self. You wreck a moped, you get up and go on your way. You don't look for witness, police report, insurance claim.

Now that you have taken responsibility for yourself, what can you do? Well you can drive like a maniac and not worry too bad about getting a ticket. Wow, do they drive. The Autostrada is a three-lane highway with minimum speeds posted. Franco Acerbis took Paul on a ride in his Audi wagon, they were going 260 kilometers an hour. At this point in time an American might ask : "Franco, what if?" The Italian would just

laugh at you and flash his lights at the slower car ahead. "But Franco! The car is going over 150 miles an hour! What if...?" Of course nothing happened this trip. I think we would all be surprised on how little goes wrong when everyone takes responsibility. With this feeling of responsibility you gain confidence in yourself and others.

Okay, that's how they drive cars well, but why can they ride bikes, too? It is the confidence inspired by an entire country being confident for centuries. Remember, this country is one of the oldest places in human history. I guess some luck and cockiness could be genetic, at least learned behavior, through lessons polished smooth by generations of kin folk. Maybe they got big old inner ear canals and have better balance, who knows? Fact is, the Italians excel at many different types of sports. Mountaineer elite Reinhold Messner lives in a castle 200 miles east from here. Alberto Tomba skis 200 miles west of here. Who builds the coolest cars? Ferrari. Who builds the coolest bikes? Ducati. Now we may lead in the space race, but maybe because the Italians don't play. So we race the Russians, and they are at least 50 years behind schedule.

How will we ever beat the Italians? That's easy, easier than them catching us in the space race or the Olympic basket ball games, right? Our team is only a few seconds off the Italians score (about 2,737.78 seconds behind). This is much closer than our two basketball teams, right? Where do we go with these thoughts? Why do our ball players excel and our riders don't? Is Michael Jordan more of an expert than Rodney Smith? In their own fields, of course. Since Michael Jordan can beat the pants off the Italians and Rodney Smith can't, does this mean something?

Further, beyond the mechanics of ball handling, there must be an emotional or physiological advantage held by the U.S. ball team. All we need to do is get the riders we already have to

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achieve this same confidence. Tell us Charlie, what do you propose we do? Get Dennis Rodman on a Honda? No, that's ridiculous. Our riders have the talent. Ask Paul Edmondson. He came over as the world champion and left without even a regional championship. Or ask Shane Watts, our own National Reliability champion who could win the qualifiers, but didn't win a GNCC outright. See, this isn't 1966 any more, and Lars Larson coming over from Sweden riding one of those funny Huskerveriers, showing us Americans the fast way around the gravel pit in West Carrollton, Ohio. No, Edmondson and Watts will vouch for the fact our riders have the talent to win big, but we must somehow figure out how to tickle their will, their desire. We must get our riders knowing they are as fast as the fastest.

"But we got this big old ocean right in the middle of the track, and then when we get there they got different kinds of dirt and all the people are stupid talking." I'm tired of excuses. Excuses are in fact answers to our questions why we don't win. Our excuse: We don't play this game at home. Answer: Play this game at home. Excuse: Does not pay enough money. Answer: Try harder and earn more money. This does not fly with employers, "Give me more money and I'll do a better job!" No, what an employer says is "Do a better job and I'll give you more money." Pavlov trained his dogs to perform and receive a treat, not the other way around.

The only answer I can come up with is this: Select a group of riders who really and truly in their hearts want to go ride the Six Day. These may not be our best riders, but the best don't always shine. Then send this group of dedicated, diehard Six Day racers to Europe to contest the entire World Enduro Championship series. We would use Chris Smith as a role model here. After a couple of seasons of this we would stand

a chance. These riders would also come home and educate riders here.

Now that would be something. Lets pretend that if you did real well in the qualifier series then the AMA or the Ride to Win gang or someone would help flip the bill to send our team to Europe for the summer. Now that would be a prize worth racing for. Of course the GNCC series could schedule their 13 races around this new schedule. As well as the National Enduro series. See, they will be run over a shorter period of time somewhat more rally style, with multiple day events run over a couple of week period. Two days in Colorado, a travel day, two days in Texas, another travel day to a one day event in New Mexico, then back to Colorado for a four day event. Yeah, in the perfect world.

Damn, there is a lot more in my head about this Six Day. Every rider had great stories to tell, yet I fumble with back handed slams trying to annoy our riders to the point they will win just to shut me up. I don't want to be a preacher, but we do need change and guidance. For a while let me try to be part of the scene and relate funny stories instead of trying to achieve heady motivational script.

During the last hours before impound Matt Spigelmyer was working on his bike when I told him I was going to the Bar Jolly, and would he like anything? "Well yes, Charlie, you could bring Dean and I a beer."

"Matt, that would be fine except I just watched Dean leave and he won't be back for hours."

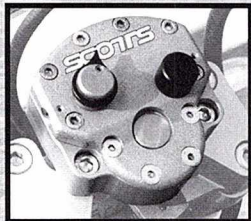
"Oh that's okay, bring him a beer anyhow."

Then, every day after riding Matt would rest around the pits nursing a beer, not in the desperate alcoholic guzzling but rather a congratulatory toast to a job well done, and he deserves a beer. Matt's the coolest. He enjoys the Six Day and plans on many more to come. Why not? He doesn't make it torture, he makes it life. Life and living are like riding and skiing. Yes, of

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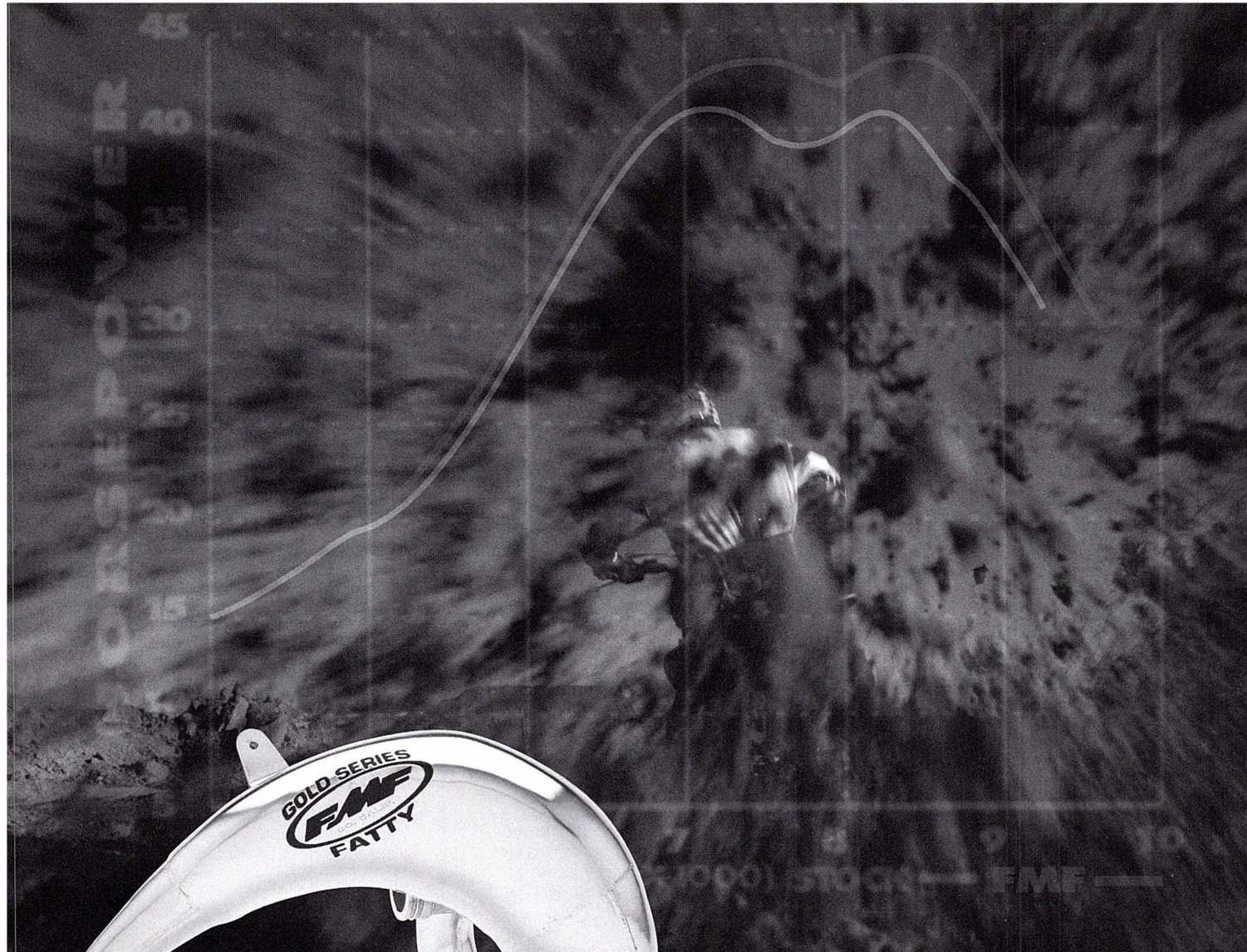


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course we are all alive but don't some of us enjoy life more?

The final moto was cool, the track was kinda janky, not as groomed as our moto cross tracks here. There were only a couple of jumps that were real scary, the rest were manageable. Before every moto a course marshal would take a lap to clear the track. Well, the crowd was too much for him and he started showing off. He did this really big blind jump and hit a flagman in the face with the end of his handlebar. Blood was visible from the 300 yards I was away, and the guy rolled and slid down the hill until the medics could whisk him away to the hospital. Luckily he was not seriously injured.

The really big show came down to two people, Rodney Smith and event winner Giovanni Sala. Sala didn't need the moto win, he already had a huge lead, but he was at home in front of his home crowd. Rodney had raced here before. Several years ago he won a national round motocross here, so he knew the track as well as Sala could possibly know it. Smith pulled out to a good lead and I thought he was going to win.

Sala was catching him though, at first slowly but then Smith ran out of steam and it was the last lap. He had started looking over his shoulder and fighting the fatigue gremlins. Sala sensed the vulnerability and kept focused, riding smooth until he was on Rodney's fender with half a lap to go.

There was nothing at stake here, the event was already Sala's, only pride drove these two men. Then it happened, in a left-hand hairpin turn, Rodney looked back, Sala was right there. He bobbed and his left knee folded and the rear end shot out a little, within two turns Sala drove around Rodney and led to the finish line. He crossed the line, stood up on the pegs and raised his arms high above his head, the bike rolled a few feet then like any of our own bikes the front end turned to the stop and tossed Sala off into the soft dirt, virtually into the arms of his fans. Rodney and the rest of the field were flagged back to the pits and Sala began shaking hands. I'll bet he gets more blisters from this than actually riding. Hell I shook his hand four or five times myself.

The organizers had assembled an old enduro bike display with nearly every year of bike on display. It was funny, there were all these old crippled men standing around saying stuff like "Yeah I broke this bone on a bike like that, and this bone on that bike, and this bone three times on those three different kinds of bikes."

We adopted a local pub, the "Bar Jolly," as the American press bar. All reunions occurred here, as well as the eating of many sandwiches. Sure, you could hike up the hill and hang at the concessions tents, they had all kind of cool food and souvenirs up there, but we felt the best ambiance was in the local neighborhood bar. Every day we could sit at a table and read about the race in the Milan paper, complete with photographs and some results. Dario Agrati had the byline. Well, we could look at the pictures anyhow. The owners were so happy we kept coming back, they had two Mooch stickers on their bar before we left. They put the stickers on, not me. That makes a difference. They made us all promise to send them post cards and we all lied and said we would.

The event finally ended and they were having the closing ceremonies. It was in the soccer stadium and there was a very large crowd, considering it was just the trophy presentation. First off, they introduced the dignitaries there to congratulate the winners. All the FIM guys were there, then there were men in full military uniforms with pounds of medals hanging off them, then there was a priest in an outfit I haven't seen since they tried to exorcise Linda Blair. He had on one of those big tall pointy bishop's hats. They introduced the winning Italian team and the whole squad wanders out, all the Italian riders, not just the trophy team.

The crowd went wild. The riders were dressed alike in tasteful casual clothes, all except Dory; she was in a satiny black one-piece plunging back bulging front; the crowd went berserk with cat calls and whistles. Good for her! Overall winner Giovanni Sala trailed the group. He walked and his knees and ankles flopped loosely and relaxed, he clownishly waved at the crowd, totally enjoying all the attention Dory was receiving. His moment would come soon.

In closing, I think this year's Six Day was hardest on young Michael Lafferty. See, he's fresh off his National Enduro campaign but only managed a fair showing during the Six Day. Yes, he earned a gold medal, but you could tell he was still disappointed in his own performance. While other riders were joking around, glad the thing was over, Michael stood aside totally dejected, disappointed only in himself. It is this emotion that will bring Michael back year after year until he can win the event overall, or at least come home top American. Young Sam Buffa rode like a champ in his first Six Day, and so did the Garahan brothers. I predict these guys being our next Six Day super stars.

So how did I do? Did I give you some insight on the scene? Did I get by without hurting anyone's feelings or enraging anyone's sponsors? Probably not. Trust me, I had to write this with a rag stuffed in my mouth. If I told the truth Paul would edit it down to something socially acceptable, only offensive to the people who annoy him. I was less than proud of our American group, from vandalizing the hotel to pilfering Acerbis' showroom, to berating the counter help at the airport grill over the temperature of a lousy sandwich. We acted like a high school trip on our first day off the playground. Don't worry, I won't get into specifics, I'm not out to hurt anyone's feelings; I just want all of us to think about the image we present when we are invited to someone else's country.

Paul, my brother Josh, Tanner England, Little Andy, we had a great time, and I would recommend the AMA trip to any enthusiast, and not just motorcycle enthusiasts, but anyone who enjoys life and living and watching others live. The Six Day rules! □

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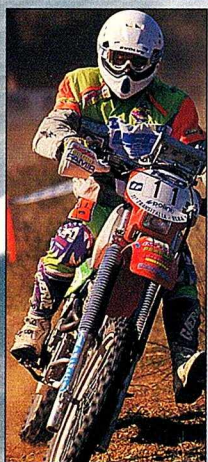
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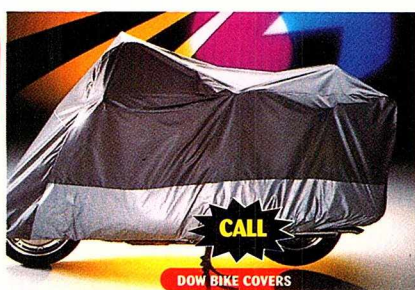
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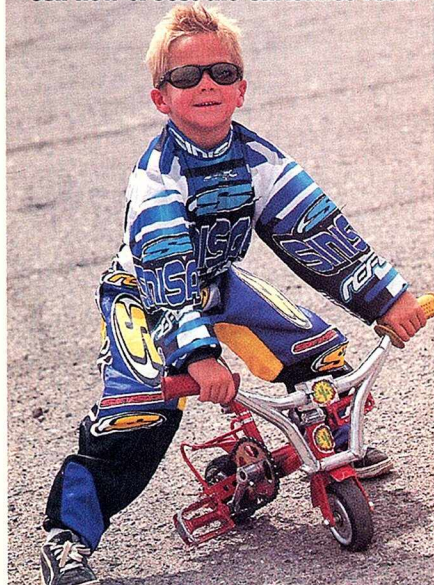
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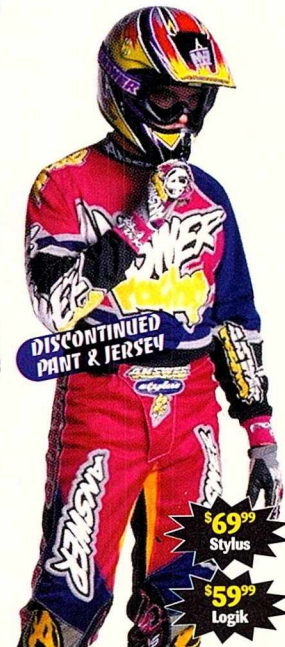
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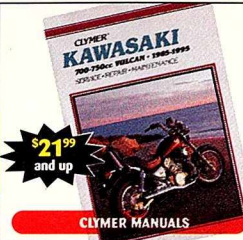
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Editor Ken Faught has been riding for over 15 years and has competed in more than 650 motocross and off-road events. He's raced everything from GNCCs in Florida, to arenacross in Ohio and desert races in Nevada. Heck, he's even got ISDE experience, plus he's traveled the world over, covering events in Spain, France, Switzerland and the Czech Republic.

Editorial Director Tom Webb's list of racing credits includes multitime AA National enduro rankings, ISDE experience and, most recently, a championship in the 1995 AMA GNCC

series. You know those riding fantasies that most of us have? Tom's fulfilled them.

Feature Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Test Editor Donn Maeda has thrown a leg over just about every type of off-road machine as well, from the latest MXers to yesterday's three wheelers, and from slow-speed, balance-oriented trials bikes to 140-mph Harley flat trackers. If it's got a motor and knobby tires, chances are that Maeda's tried it.

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# KTM 250EXC & 300EXC

## Many new features on a familiar old machine

**A**nticipation. We here at Trail Rider had been admittedly salivating at the chance of scoring our first ride aboard the new '98 KTMs, no doubt fueled by another apparent coup by the Austrian manufacturer. Turning the motorcycling industry on its ear, the KTM crew has once again engineered a technological "leap of faith" with their radical new linkless rear suspension. Early reports of the new linkless wonder, now answering to the Progressive Damping System (PDS) moniker, centered upon the "will it work?" question. Now however, with bikes arriving in dealer's showrooms, the question has changed to "how good is it, and will it work here?"

No doubt, Horst Leitner and a couple of dozen people from Utah must be smiling, that KTM can actually take a linkless suspension—a design pioneered by Leitner and ATK—and make it ready for prime time. Cutting to the chase, we'll say that after a day spent in the saddle at the Lafferty Ranch riding 250 and 300cc models at the invite of KTM factory racer Mike Lafferty, we've come to the conclusion that rear suspension performance isn't all that radically different than that of any modern single shock rear suspension. We suspect that clicker twisting and oil changes might well suffice for trail riders and most racers, although some will no doubt still opt for revalving, especially those who compete in New England. Nothing different here. However, overshadowed by the PDS headliner has been a shopping cart full

of other improvements that will perhaps make a more tangible difference to prospective KTM owners, some of which are the very same shortcomings that we've

from thinner gauge plastic equipped with a removable side access panel that permits tool-less air filter changes without removing seat or tank.

Generally speaking, all plastic body work is considerably thinner and less stout; made from a more compliant, pliable plastic compound that seems like it will be near impossible to break. Earlier year KTM plastic compared to that found on the '98 models is like comparing Chinette to supermarket brand paper plates. Side covers and radiator shrouds should be near impossible to crack in all but the coldest of temperatures. You can't talk about the '98 KTM plastic without some comment on color, as KTM continues to shock and surprise. The new orange color (rad shrouds, headlight and front fender) is truly orange, not the pumpkin bumpkin orange of '96-'97. Rear fender and number plates are a metal flake gray plastic that some might brand tacky. Black accents (tail light assembly, tank and airbox) complement the two, making for an all around pleasing look.

The new radiator shrouds themselves attach to radiator and the fuel cell in a conventional fashion, using simpler mounting hardware. In all, Lafferty suggested that KTM might have lopped off in excess of six or eight pounds just in plastic body work economies. Not skimping on fuel capacity however, the full sized EXC fuel cell (near 3.2 gallon capacity) has been shaped so as to allow carburetor adjustments and jetting changes without the need for removing seat and fuel tank, while increasing spark plug access to an acceptable level. In all, the bike is going to be a pleasure to wrench on, not to say that all that much wrenching is going to be required. Read on.

### '98 Model Highlights

While the 125/200 power plant is all new for '98, the 250/300 engines have received refinements providing predominantly minor updates and improvements. Most notable among these changes is the addition of the KTM Torque Chamber onto the cylinder's exhaust port. Working in conjunction with the flapper-type power valve, the torque chamber was designed to provide more low end grunt right off idle. Speaking of the power valve, the '98 motor's clutch side cover (which now sports a trick, cast "KTM Racing" logo) incorporates an external power valve spring tension adjustment screw assembly, allowing quick and easy

### '98 KTM Maintenance Improvements

- Tool-less air filter access and changes
- Spark plug access is now satisfactory
- Carburetor adjustments without tank/seat removal
- No rear linkage to lubricate and replace
- External power valve spring tension adjustment
- Easy off license plate/tail light fender extension
- Easy access suspension settings beg to be spun
- Backsliding: Insufferable rear brake reservoir access



*What does Mike think of his new KTM? "I think it's awesome!" He certainly knows how to ride it well.*

been whining about for some years.

### Maintainability Bonanza

Lean and mean, the entire KTM two stroke line up was put on a major diet for '98. The fruit of this weight reduction program was apparent as soon as we hefted the bike onto a bike stand for photos. These new KTMs are true feather weights. A claimed dry weight of 227 points for the 250 and 300 seems damn close to real, a fact we'll prove once the TR test bike arrives. Part of these economies are no doubt attributed to the simplified rear suspension design. Gone are a host of links, bearings, nuts and bolts, each of which added weight and maintenance headaches.

To accommodate the new rear suspension setup, naturally the frame is all new as well, now sporting a beefy chromoly square section backbone. Continuing this domino effect, all body work, including subframe, plastic, airbox, etc., has been updated. Each of these redesigns was apparently approached with the additional objective of reducing weight and improving maintenance accessibility. For instance, the heavy steel frame hoop that used to support the rear tail light assembly on EXC models is gone, replaced by a redesigned aluminum sub-frame and a utilitarian, bolt-on plastic tail light/license plate holder. A new, freer-breathing airbox is made



*Except for engine size, the 250 and 300 are identical. Mike's 300 is fitted with a Dry Break fuel filler for hare scrambles.*







KTM's new Torque Chamber is said to increase low-end grunt on an already torquey motor.

dialing of the power valve actuation curve. This replaces the spring and spacer scheme of previous model years. The motor is fitted with a new nickel plated pipe and aluminum silencer/spark arrestor. Both look near identical to the '97 exhaust system, however, changes to the frame preclude interchangeability. Other than the above, the 250/300 power plants remain the same, including the Kokusan digital ignition introduced in '97.

In the suspension department, revolutionary changes abound. More than just a new linkless design, the WP shock on the '98 KTMs sports a radical new damping scheme that claims to be both speed and position sensitive. That is to say that damping will change based upon both how quickly the shock is being compressed, as well as how far it

has traveled into its stroke. Conventional shocks, mind you, have traditionally been speed sensitive only, a characteristic born of their inherent fluid/orifice design.

In addition to the new rear suspension, '98 KTM 250s and 300s are shod with an all new WP fork, replacing last years capable Zoke 50mm Magnum fork. Overshadowed by the hoopla associated with the PDS rear suspension, the substantial 50mm WP Extreme fork appears much lighter than the comparable Zoke Magnum and has minimal underhang as well. Clicker adjustments of the bikes we rode seemed to have a profound effect on suspension performance, and are shown in the accompanying tables.

Rounding out the package, the '98 KTMs come with all of the quality hardware we've come to expect. Brembo stoppers, Domino controls mounted to excellent aluminum handlebars are unchanged from '97, although SX models come with a no-cross-bar, generic Pro Taper type handlebar. The dependable Kokusan ignition is back, driving all of the required enduro goodies (headlight, tail light, mechanical odo). Stock Bridgestone M77/M78 intermediate terrain tires aren't the perfect choice for eastern conditions, but will provide a satisfactory starting point while everything else breaks

| Mike's 250EXC (No Revalving) |  |   |
|------------------------------|--|---|
|                              | Compression  | Rebound   |
| Fork                         | Left side; 26 clicks adjustment, set at 8 clicks from full hard (closed (CW))  | Right side; 26 clicks adjustment, set at 17 clicks from full hard (closed (CW)) |
| Shock                        | #1 position (full hard)  | 11 out from full hard (in-CW)   |
| Stock 300EXC                 |  |   |
|                              | Compression  | Rebound   |
| Fork                         | Left side; 26 clicks adjustment, set at 10 clicks from full hard (closed (CW)) | Right side; 26 clicks adjustment, set at 20 clicks from full hard (closed (CW)) |
| Shock                        | #2 position (1 out from full hard)   | 15 out from full hard (in-CW)   |

| Mike's race bike differences   |  |
|--|--|
| PWK38 carb (Kawasaki KX type PWK carb with internal bell fins)   |  |
| Next heavier fork spring on one side only  |  |
| Pro taper handlebar (and inherent top triple clamp)  |  |
| Harder seat foam   |  |
| 13 tooth countershaft sprocket (down from stock 14)  |  |
| KTM accessory solid rear disk rotor (stock still has unmatched pad contact area)   |  |
| Enduro Engineering aftermarket footpegs  |  |
| Enduro Engineering handguards and brush deflectors   |  |
| Acerbis front disk cover   |  |
| Motion Pro aftermarket rear brake hose (the tougher Motion Pro hose assembly process better stands up to the rigors of racing) |  |
| Tech tube solid foam tire inserts  |  |

in.

### Impressions

With all the buildup associated with the PDS suspension, it was somewhat surprising that the simplified design didn't perform odd at all, providing a ride surprisingly familiar to that of the '97 250. Not perfect but certainly with potential, many riders could find the suspension tunable with stock damping.

The dominating ergonomic factor with the '98s is certainly the thinness of the bikes midsection. A firm foam compound seat with textured seat cover is slender throughout its length, while up front, the radiator shrouds bulge out a bit. This makes it plenty easy to slide around on, the biggest difference in feel being the hard, thin saddle. Both 250 and 300 were found to be plenty stable over all terrain, in both high speed and slow going. Depending upon how you set them up (read: fork/triple clamp

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position) the '98 KTMs can be agile turners or highly stable power line cruise missiles.

Both engines have a new KTM torque chamber cast into their cylinder nose piece; alleged to provide more torque at low RPM. Quite frankly, recent KTMs have always provided plenty of bottom end, and without a back to back test, we were unable to discern a noticeable difference from our '97 250. No doubt more tangible changes can be had from upgrades to intake and/or exhaust treatments.

Stock carburetion comes from the same Keihin PWKs as used in '97, solid, dependable fuel metering devices that are easy to jet and provide good performance. The 250 we rode wasn't 100% stock, as Mike had refitted it with

a Keihin carburetor similar to the one found on KXs, which sports internal intake bell fins. Either way, both bikes were crisp and explosive, wheeling at the slightest inkling. The 300 is an out-of-the-closet rager, as it makes you just want to whack the throttle and spin the back tire. Beaucoup fun. Both motors have good low end, however, the 300 has just a little more grunt right off the bottom, allowing the motor to be chugged down to near idle speeds. Mike's 250 was much less forgiving than the stock 300, being slower turning and harder sprung (fork spring), essentially set up for the higher speed work. We fought this setup in the tight, but loved it when breaking out into the open. Either way, we're sure that with customized set up, either model will prove an apt platform.

So, what's the conclusion? For 1998, KTM

has made their two strokes significantly lighter and worlds easier to work on, without sacrificing the engine performance, handling and suspension that we've come to expect from Austria. No matter how you look at it, it's going to be a great year for orange. Any questions? □



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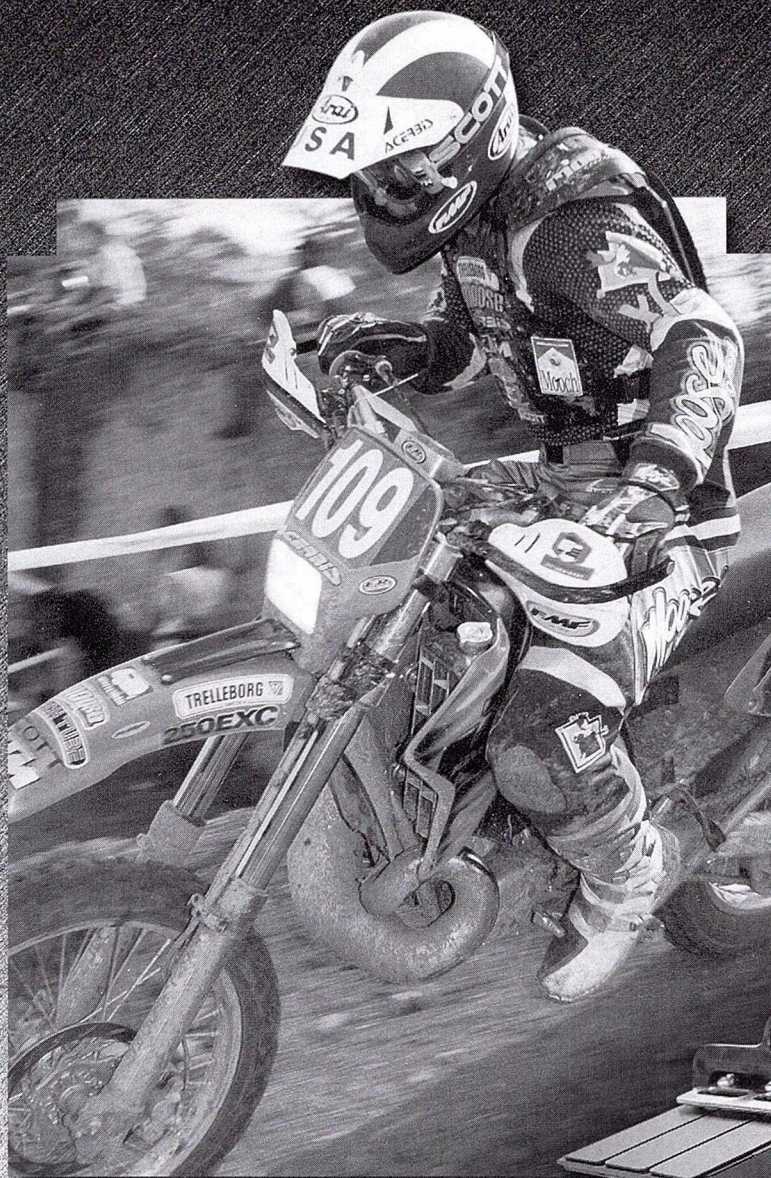
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# MICHAUX ENDURO

## Shaking up the order in Pennsylvania

By Mark Uth

### Shippensburg, PA 9/7

**R**ichard Lafferty dropped six points en route to scoring his second ECEA overall win in as many tries at the Michaux Enduro held near Shippensburg, Pennsylvania. The event was a tricky contest that saw few top competitors other than Lafferty avoid the sting of course hot points. As a result, many of the year's most consistent riders, including series points leader Freddy Hoess (fifth overall) and multi-time champion Jack Lafferty, Jr. (tenth overall), finished well down in the standings. Filling the void left by those were a number of up-and-coming opportunists, including a KDX200 mounted Sean Cully, who burst out of the B class ranks to claim second overall honors with a seven point card. A fast but often inconsistent Mike Sigety used the opportunity as well, piloting his RM125 to third overall seeding and earning the High Point A trophy, despite posting an eight card that included a two point burn. Right on Sigety's heels was A Heavy class competitor Dean Spencer, who filled the fourth overall slot while also finishing



Perennial competitor and all around good guy Mike McHale.

eight down.

The SPER event is arguably easiest rock run on the ECEA card. Short sections, plenty of open trail and generous resets keep even the spodeliest rock rider on time and having fun. There is however, a dark side to the event, as the high speeds required for competitiveness in the event are plenty risky over trails studded with loose boulders—a proven recipe for big get-offs. A compounding factor on this day, the fine PA soil was quickly whipped up into fine, choking dust that slowed and impeded following riders..

A two loop course was planned with a midday gas available located back at Big Flat. Roughly 80 ground miles total, the ride was unevenly split into 45 for the a.m. loop and another 35 miles after lunch. Departing the start control, it was soon learned that trickery was to be the theme of



Rich and Jack Lafferty, ready for the start. Richard picked up the win, Jack was fourth AA.

the day, beginning near immediately with a subtly disguised observation check that many riders mistook for a check-in. Assuming three miles of free time thereafter, many racers roosted off, only to encounter a time keeping check a mile or so later, which was burned by hoards of confused riders.

Afterward, some short connectors lead to a

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### Michaux Enduro Class Results Grand Champion

Richard Lafferty KTM 6

#### High Point A

Mike Sigety Suz 8

#### High Point B

Sean Cully Kaw 7

#### High Point C

M. Strauss Suz 12

#### AA

1. Rich Lafferty KTM 6  
2. Fred Hoess Suz 9  
3. Mike Moore Yam 9  
4. Jack Lafferty Jr. KTM 10  
5. Jeff Kirchner TM 11

#### A125

1. Mike Sigety Suz 8  
2. M. Dean Spencer Hon 14  
3. Eric Pirie Hon 17  
4. Bob Agonis Gas 27

#### A200

1. Tim Shepps Kaw 9  
2. Rob Mohn Kaw 10  
3. Tom Quinn Kaw 12  
4. Ron Lucas Kaw 12  
5. Troy Coopersmith Kaw 13

#### A250

1. Ed Hamilton Kaw 12  
2. Chris Eyrych KTM 12  
3. Mike Arendasky Kaw 14  
4. Jeff Moyer Kaw 14  
5. Brian Russel Kaw 14

#### A Open

1. Dean Spencer KTM 8  
2. Dan Moore KTM 9  
3. Jim Wright KTM 10  
4. Mark Moyer ATK 10  
5. Mike Slehta Hon 11

#### A Veteran

1. Ken Law CRE 10  
2. Rich Moyer Suz 11  
3. Marty Graver Kaw 14  
4. Mike Beeler Yam 14  
5. Mark Uth KTM 17

#### A Four Stroke

1. Joe Wallace Hon 9

2. Mark Hummel Hon 10  
3. Rob Kirpatrick Hon 12  
4. Darrin Russell Hon 13  
5. Lewis Smith Hon 14

#### A Senior

Ed Queitzsch KTM 11  
1. Dave Barlow Kaw 17  
2. Gary Noble Hon 25  
3. Robert Stuart Kaw 27  
4. Bob Davis KTM 129

#### A Super Senior

1. Roy Fliegau unk 15  
2. R. Wickersham Kaw 16  
3. Rich Trader KTM 18  
4. Jack Lafferty Sr. KTM 19  
5. George Clickner Kaw 23

#### B125

1. Lewis Robbins Suz 14  
2. Joe Marchesani Yam 18  
3. Jim Rink Hus 19  
4. Steve Fox KTM 19  
5. Dave Sharpe Gas 32

#### B200

1. Sean Cully Kaw 7  
2. George Potts Kaw 15  
3. Mike Lagola Kaw 16  
4. George Sigler Kaw 44  
5. Chris Ellis Yam 56

#### B250

1. Kevin Schuler Kaw 10  
2. Dan Foster Kaw 10  
3. Pete Burnett Yam 12  
4. Sean Kinley Suz 18  
5. Ray McRown Kaw 18

#### B Open

1. George English KTM 12  
2. Joe Galie Jr. KTM 12  
3. Scott Graver KTM 17  
4. Rob White KTM 18  
5. S. Jamison Yam 21

#### B Veteran

1. John Ross Hon 15  
2. Jim Erickson Hon 15  
3. Wade Johnson Suz 15  
4. Tim Kohl Suz 19  
5. Steve Snyder KTM 21

#### B Four Stroke

1. J. Beaver Hon 12  
2. Shane Thompson Hon 16  
3. Chris Crull Hon 18  
4. D. Smiley Hon 21  
5. Doug McCabe Hon 25

#### B Senior

1. Mike Klemtovich Kaw 14  
2. Rich Mathias KTM 19  
3. Joe Epperson unk 25  
4. Denny Mann Kaw 35  
5. Norm Franckle KTM 44

#### B Super Senior

1. G. Franciotti KTM 29  
2. Fred Najork KTM 50  
3. Larry Rice KTM 70  
4. B. Moyer Kaw 80

#### C200

1. Rick Rittel Yam 34  
2. Giuseppe Bergami Kaw 45  
3. Terry Yiengst Kaw 54

#### C250

1. M. Strauss Suz 12  
2. K. Plumer Kaw 25  
3. Steve Rice unk 25  
5. C. Brenizer Kaw 30

#### C Open

1. Jason Forte Kaw 26  
2. Ken Saubien KTM 52  
3. Ty Plummer Hon 55  
4. M. Barnhardt ATK 88

#### C Veteran

1. K. Ostermann Gas 21  
2. Jim Corsello Suz 31  
3. Doug Gast Kaw 32  
4. K. Krause Kaw 35  
5. F. Weaver Kaw 35

#### C Four Stroke

1. Greg Bowers Hon 19  
2. Albert Zabroski Hon 22  
3. H. Smiley Hon 30  
4. Dennis Lynch Kaw 33  
5. Brett Jamieson Hon 36

#### Masters

1. Robert Hoover Hon 51

#### Women

1. Kathi Campbell Kaw 41



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rare check-in, followed by a three-plus mile section of single track trail. At the emergency check-out, a handful of top riders zeroed the test, while a near equal amount posted hot points. On the positive side of that equation, carding goose eggs were Rich Lafferty, Cully, Sigety, Mark Hummel, Ken Law, Craig Shenigo, Bill Atkinson, Marc Grossman, Mike Arendasky and Mike Slechta. Notable burns were tallied by Hoess, Mike Moore and Jack Lafferty.

After a reset, riders headed off, soon entering the woods and finding themselves driven off the heady 30 MPH speed average. After several miles there was a secret check-out, check #4, again at which top scores varied greatly. Early front runners Lafferty, Cully and Sigety and a handful of others posted twos while Hoess, Moore and Hummel each shaved a point to come in at one down. Most surprisingly, A class competitors Dean Spencer and Rob Mohn zeroed the check-out, each of whom had coincidentally burned the day's first check.

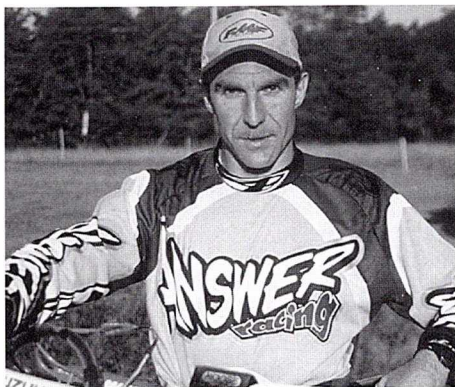
Check five was a timekeeper without note, and zeroed by near all. The morning loop closed with two final points-taking checks, each of which followed short trail sections run at speed. Within this stretch was the infamous Michaux down hill, a killer descent that still brings goosebumps to the most savvy of riders. Reels full of crash and burn footage could have no doubt been filmed. At the final two checks, our front runners were again out-scored as the 1-2s posted by the Lafferty brothers, Cully, Sigety, Atkinson, Hummel and Spencer were snookered by the 0-2s carded by Mike and Dan Moore and Joe Wallace's 1-1 tally. Hoess dropped four through the tests going 2-2 to add to his morning loop woes.

From here it was back to the start for refueling and a rest. At the race's midpoint a tangle of riders were knotted with five point cards including Rich Lafferty, Cully, Sigety, Mike and Dan Moore. Besting that crew by a single stroke at four points down was an unassuming Bill Atkinson, who was quietly avoiding controversy and hot points while putting in a great performance aboard his KTM.

The afternoon loop saw little change from the roller coaster ride of a morning loop, as there were more burns, protests and associated wild scoring. The club reran several morning sections in the process of splicing in six more checks. A short ways out of the gas, a check-in signaled the start of SPER's dreaded "Hell Trail", a 3-4 mile crawl over bony PA ridges and granite. Trickery was again used, as a whopping 60 MPH speed average was posted for the first mile of the test, which later dropped to a meek 10 MPH. In previous years this section might well challenged riders even at 10 MPH, however this year the trail would have been more aptly named the "highway to hell" as last year's quadruple running of the test turned the section into a virtually clear cut, with multiple lines around all of the worst slabs and rock gardens. As a result of the speed average shenanigans, a whole bunch of top riders burned the check-out, the hardest hit being front runner Atkinson, who rolled in two minutes early, dropping seven hot points and any chance at the overall. Hoess, Sigety, Mike and Dan Moore each carded two hot points while numerous riders avoided the pitfall entirely, those zeroing the section included the Lafferty boys, Cully, Spencer, et. al.

The balance of the ride contained only one real points taker although there were four checks to follow. Summing up the afternoon's happenings, Tim Shepps, Jack and





*Fred Hoess only managed a third overall, but since has wrapped up the ECEA overall for the year.*

Rich Lafferty, each avoided getting caught for any hot points and dropped a single digit for the entire loop. That finish, combined with a strong a.m. showing, gave Richard six for the day and earned him the Overall win.

With the Grand Championship decided, heads turned to a KDX200 rider from the B class, Sean Cully, who posted an amazing seven card in route to second overall honors and the High Point B trophy. An experienced MXer, no doubt Cully will soon be challenging for A class honors with finishes like that. The third overall slot was filled by RM125 rider Mike Sigety, who earned the High Point A prize for his trouble. Runner-up to the HPA and fourth overall was KTM rider Dean Spencer. Series points leader Fred Hoess finished a disappointing fifth overall. Fred was plenty disappointed with the outcome, claiming that the event was "an unfair test that rewarded riders who gambled." Mind you that had Hoess avoided hot points (at the contested checks three and nine) he would have finished with a five—but hey, that's racing.

Runner-ups to the HPB with 10 point cards were Kevin Schuler and Dan Foster, who finished one-two in the B250 class, respectively, and nearly made the top 14 overall. The High Point C went to 250 class rider M. Strauss with a respectable twelve score while XR Honda pilot Greg Bowers earned HPC runner-up, dropping 19. R. Hoover won the Masters class and Kathi Cambell won the Women's class.

It seems the course format and general lack of section check-ins contributed heavily to the great disparity in test scores, hot points and the general shake up of the series pecking order. Many riders who burned checks early in the race, resorted to taking chances and riding into sections beforehand. Witnesses reported some riders entering apparent test sections ten or more minutes early! More often than not, these riders were rewarded with greatly improved scores as few special tests properly checked riders into the sections. As might be expected there were plenty of irritated riders afterward. Most were diplomatically tight lipped regarding the antics, acknowledging the on-goings as a part of racing, albeit an unwanted part. Not in this category, a vocal Hoess lamented afterward, "It's ridiculous for riders to spend their time and money competing in an event that doesn't ensure a level playing field". While some might attribute such comments to "spilled milk," no doubt it was widely witnessed throughout the day that many riders, either knowingly or unknowingly, entered sections way early and got a tangible jump on the competition at subsequent check outs. If all races were like this, the term "friendly competition" would soon become a thing of the past. □

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# Trail Rider TOOLBOX

By Mark Uth

## Fueling Around With Four-Strokes

The jetting drill for four-stroke powered dirt bikes is vastly different than that of two strokes. Thumpers are inherently less sensitive to jetting changes, typically able to run, however poorly, over a much wider range of jetting combinations without catastrophic engine meltdown or crippling plug foulings. This is partly because the four-stroke power plant is capable of sustained higher top end temperatures, aided by an active top end lubrication system that pumps oil into the head and cylinder on every stroke of the piston, versus the fuel born lubrication regimen of more finicky

two-strokes. Sure there are long term ramifications; and rest assured, when plug fouling or worse occur, you know you've got a big problem. However, as long as you keep it running, even a poorly jetted four-stroke scooter will nearly always get you home.

Fact is, four-stroke jetting is a more subtle process and most often manifests itself as starting woes and/or poor throttle response. Typical symptoms are hard hot engine starting, hard cold engine starting, bogging off the bottom, missing at high RPM, and/or some combination thereof. Part of the confusion associated with jetting four-stroke powerplants is the inherently different carburetors used on those motors, each aimed at solving a near universal thumper problem: the dreaded off-idle hesitation or "bog." Because thumper motors don't rev as quickly as two strokes, they tend to be overwhelmed by the on-rushing fuel-air charge when the throttle is whacked from closed to wide open in short order. Especially prevalent among big bore thumpers, this causes a sudden lean condition immediately after the throttle is twisted, resulting in an unwelcome engine hesitation.

To combat this near universal problem, a number of different carburetor designs have been tried, each aimed at improving off-idle throttle response. Surprisingly, most small bore four-strokes, e.g., XR200s,

CT70s, Z50s, etc. al., still get away with simple, conventional, round slide carburetors, trading top end run-out for improved low end throttle response, thus avoiding hesitation woes and added carburetor complexity. However, if you're riding a 250cc or larger four-stroke dirt bike, chances are that some fuel delivery trick is used to overcome the off-idle trap. Most commonly employed these days are pumper and constant velocity (CV) type carburetors, although some vintage Honda XR's were actually fitted a cumbersome dual carburetor setup. Bottom line, carbs and motors designed to optimize top end performance (and subsequently, ultimate horsepower and over-rev) are inherently bad for low speed carburetion. Before moving on to adjustments, however, an understanding of how these four-stroke-only carburetors work is warranted.

Pumper and CV carburetors, as mentioned above, are two different approaches to skinning the four stroke throttle response cat. Pumper carburetors address the hesitation problem by squirting raw gas into the incoming fuel-air charge when the throttle is twisted. This job is accomplished by a small, diaphragm-type pump, often called an accelerator pump, that is integral to the pumper carburetor assembly. On some carburetors, the amount of raw gas that is "pumped" into the inlet can even be adjusted to optimize throttle response. Problems with deteriorating throttle response on older



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bikes with pumper carbs can sometimes be traced to a failed accelerator pump diaphragm, an inexpensive item that is easily replaced.

CV carbs attack the problem in quite a different manner. Instead of dumping more fuel into the fuel-air charge to compensate for a happy right hand, CV carbs try to artificially slow things down, essentially retarding throttle response until sufficient engine revs have been achieved. CV carbs are easily identified by a large, pressed steel cover bolted onto the top of the carburetor slide housing, where the throttle cable normally enters. Beneath that is a large rubber diaphragm that is attached to the carburetor slide. On a CV carburetor, the throttle cable is linked to a flapper valve found on the bell (air filter) side of the carb slide. When the throttle is twisted, this flapper valve opens, allowing the engine to accelerate some, within the bounds of the current slide position. Slide position is in turn controlled by engine vacuum. As the engine builds RPM, a greater inlet vacuum is created, allowing the slide to raise farther. Conversely, backing off the throttle creates less vacuum, causing a spring to return the slide to a more closed position. CV carbs are especially prevalent on dual sport and other street-oriented motorcycles.

As one might suspect, slowing things down in this manner affects throttle response as well. Riders accustomed to the lightning-quick throttle response of two strokes can be quickly frustrated by time lag associated with this type of power delivery. Those who have come to terms with CV carb equipped bikes often adjust their

approach to throttle control, keeping the revs up and riding the bike more like a small bore.

Fortunately, this situation can be improved upon somewhat. Ron Lucas of Enduro Experts showed us a trick for our TR KLX which we tried with good results. It turns out that engine vacuum reaching the slide/diaphragm assembly of a CV type carb is throttled by a small hole in the bottom of the carb slide. Lucas advised us that enlarging this hole slightly allows inlet vacuum changes to more positively affect slide position. We gave it a try on our '97 KLX300 CV carb, drilling out the hole to the next largest drill size. With this, we achieved a modest improvement in throttle response, without introducing any unwanted carburetion traits or problems.

Getting back to the crux of this story, finicky four-stroke carburetion most often ends with starting problems at one time or another. Another unique characteristic of four-stroke carburetors is the use of a fuel mixture screw, vice the common two-stroke air screw, for slow speed jetting adjustments. A fuel mixture screw works exactly the opposite of the air screw, meaning that opening the screw increases mixture richness. Mixture screws are dead giveaways, as they are almost always found on the intake spigot (engine) side of the carb slide, while air screws are found on the bell side. The mixture screw plays an important role in both starting and off-idle response. The hot starting troubles we had with our KLX were corrected (somewhat) by leaning out (closing) the fuel mixture screw on that CV carb. Note that some Dell'Orto equipped KTM's

came with a hot start button on the side of the carburetor, which raised the slide a tiny bit to lean out the starting circuit and improve hot starting performance.

When experiencing hot starting trouble, check for the smell of raw fuel in the tail pipe. If detected, hold the throttle open for starting and try adjusting the fuel mixture screw (which is mostly inaccessible) when arriving home. Cold starting difficulties are most often traced to starting circuit leanness. Again, the mixture screw can be of help here. However, if your scooter happens to be equipped with a pumper carb, another trick is to simply whack the throttle several times, pumping a charge of extra raw fuel into the carb intake, to aid cold weather starting. This has been especially effective during winter weather starts of four stroke steeds in the TR stable.

The use of low octane fuel ("Regular" 87 octane pump gas, versus "Premium" 92+ octane) is reputed to improve starting with its inherent lower self-ignition curve. However, we've tried this on a number of occasions, with little tangible improvement. Additionally, some bikes exhibited a greater tendency to detonate on the cheaper fuel, too.

Finally, be sure that the automatic compression release system, on bikes so equipped, is adjusted properly. Improperly adjustment here will cause all kinds of starting problems and eventually lead to a burned exhaust valve. Even manual compression release cable adjustments should be occasionally checked for proper operation. □

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# RUBBER COW

Jason Cayer scores at the dusty Cow

By Paul Clipper, Photos by Cheri Alix

Wrentham, MA 9/28

Jason Cayer took another giant step towards repeating his '96 NETRA enduro championship by beating the herd at the Rubber Cow enduro, dropping 14 points over the course and taking the overall by scant seconds over enduro veteran Kevin Hines. Cayer, sponsored by Razee Cycles, C-Cycle, Spectro, Moose, and Tech Tubes, rode a tight, consistent race with the least points lost at every check; his only competition would have been Hines, who beat him



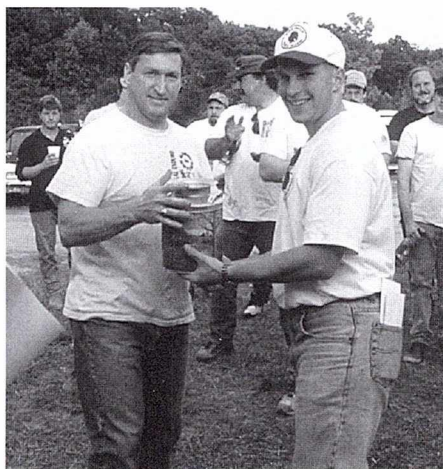
Jason Cayer chalked up another win and moved closer to winning the NETRA championship again.

ued. Check two would have been the check-out of that section, so check three was a check-in to the second section, and most everyone zeroed it without incident.

Within the second section the real points-taking took place. In a long section that switched back and forth between 18 and 24 mph, Cayer held it on but held back enough to hit the check out nine seconds into his minute, scoring a zero and 21 emergency seconds. Hines, on the other hand, whacked the fourth check two minutes early, bagging seven points and all but ruining his day. Definitely ruining his day was Tommy Norton, the other popular contender for the overall. Norton hit the check-out a full three minutes early, carding 12 points all at once and guaranteeing a very low placement in the class for the day. One other competitive score was set by Tri-State Trail Riders' Jerry Madore, who hit the check-out at 0:55, putting himself in position to be Cayer's main opposition for the day.

Madore led a pack of riders who dropped a single point and change, among them Factory Connection's Rick Claxton (1:43), A Heavy rider Bill Sironen (1:22), and A Veteran rider Sam Fischer (1:43).

Following check four was a free-territory ride to the gas stop, with a leisurely layover at the site of the old Wrentham Two-Day Qualifier. Check five was intended to be the check-in to the last two sections (comprising the whole second half of the enduro), but the check was placed in violation of AMA rules; closer than three miles past a gas stop. Instead, it was about a mile past, and for those on their toes it was a great advantage. Hines, for example, riding according to AMA rules, hit the check easily three minutes early, and knew right away



C Senior rider Paul Silansky won the High Point C award and pretty much moved out of the C class.



Jeff Cote, winner of the B Heavy class, leads Brian Liebenthal, second place B Four Stroke.



Kevin Hines toasted the fourth check for seven points, wound up losing to Cayer by a tiebreaker.

soundly at the last two checks. Hines, however, didn't have enough time to make up a two-minute burn at check four, which ultimately cost him the race.

The King Philip Trail Riders had a great day for their event, with sunny skies and dry, dry weather. So dry that the course was dusty and slippery over the entire length, and virtually no standing water or mud hampered forward progress. The course was advertised as being run on "New England's finest former cow pastures" but that was well back into the 1800s. It all looks like woods to us, but how did you think those stone walls got out there?

Trouble early in the first section caused check two to get thrown out immediately. It seems a possessive walker was out for a morning stroll and claimed a piece of land as her own. She managed to stop easily the first dozen rows of the enduro before the mess was cleared up and the riders contin-

that it had to be thrown out. This gave him a three minute advantage going into what would prove to be 23 miles of punishing rocky terrain, with two checks back to back. He used his advantage to the hilt, scoring a two at the first check (check six) and a five at the second, but it still was only enough to tie him with Cayer, who went six-eight in the sections, totally fourteen points for the day. Cayer took the overall on tiebreaker seconds (taken from the same check Hines burned).

Hines and Cayer took command in the last two sections, besting every other rider. Norton and Claxton came close, scoring seven-nine and seven-eleven, respectively, very good scores but not nearly enough to





Razee's Pete Tanner dropped a 24 and scored the win in the A Bantam class.

stop the other two. Veteran A rider Ken Robbins, and A Bantam rider Pete Tanner both scored a seven at the first check in the second half, but went 13 and 15 respectively in the second and final check.

At the finish it was Jason Cayer taking the overall by a broad sweep of seconds over Hines, both with 14 points showing. Bill Sironen checked in with a great score of 22, good enough for the High Point A award. Raffi Peterson of Kevin Hine's CRE team won the High Point B award with a 28, which was an excellent score, but if he would have avoided burning check three by two min-

|                           |        |                      |      |                      |    |                      |      |
|---------------------------|--------|----------------------|------|----------------------|----|----------------------|------|
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| Jason Cayer               | CRE 14 | 1. M. Bingham        | 28   | 1. G. Arnold         | 36 | 2. R. Costa          | 58   |
| <b>Overall High Point</b> |        | 2. S. L'Heureux      | 30   | 2. A. Mazur          | 38 | 3. G. Diedrich       | 69   |
| Bill Sironen              | KTM 22 | 3. P. Piva           | 39   | 3. A. Ross           | 47 | 4. L. Petrino        | 77   |
| <b>High Point A</b>       |        | 4. S. Fastert        | 44   | 4. A. Reo            | 47 | 5. R. Kelliher       | 86   |
| Raffi Peterson            | CRE 28 | <b>A Heavy</b>       |      | 5. B. Lee            | 47 | <b>C Light</b>       |      |
| <b>High Point B</b>       |        | 1. M. Zahansky       | 25   | <b>B Veteran</b>     |    | 1. J. Silva          | 56   |
| Paul Silansky             | Kaw 48 | 2. M. Nash           | 34   | 1. B. Rocha          | 39 | 2. S. Hoginski       | 69   |
| <b>High Point C</b>       |        | <b>A Veteran</b>     |      | 2. R. Lemidy         | 42 | 3. T. Jones          | 70   |
| <b>AA</b>                 |        | 1. S. Fischer        | 23   | 3. D. Darezzo        | 43 | <b>C Veteran</b>     |      |
| 1. Kevin Hines            | 14     | 2. G. Wurlitzer      | 24   | 4. D. Harris         | 50 | 1. R. Smith          | 52   |
| 2. Rick Claxton           | 19     | 3. K. Robbins        | 24   | 5. R. Royce          | 51 | 2. K. Corbiel        | 58   |
| 3. Jerry Madore           | 22     | 4. F. Goldberg       | 26   | <b>B Heavy</b>       |    | 3. M. Kearns         | 65   |
| 4. Paul Milliken          | 22     | 5. T. Vella          | 30   | 1. J. Cote           | 37 | 4. W. Puffer         | 66   |
| 5. Tommy Norton           | 28     | <b>A Senior</b>      |      | 2. P. Vanryswood     | 41 | 5. P. Harkness       | 69   |
| <b>Women</b>              |        | 1. R. Rodrigue       | 29   | 3. R. Brown          | 52 | <b>C Heavy</b>       |      |
| 1. H. Landon              | 84     | 2. D. Broatch        | 29   | 4. M. Stone          | 55 | 1. D. Wernersbach    | 68   |
| 2. D. Silvia              | 106    | 3. J. Stoddard       | 42   | 5. J. C. Zwick       | 59 | 2. E. Jarvas         | 81   |
| 3. P. Stewart             | ck.3   | 4. B. Johnson        | ck.4 | <b>B Four Stroke</b> |    | 3. S. Loring         | 91   |
| <b>Super Senior</b>       |        | <b>A Four Stroke</b> |      | 1. A. Jalbert        | 43 | 4. T. Canest         | ck.5 |
| 1. T. Farley              | 39     | 1. J. Burns          | 24   | 2. B. Liebenthal     | 46 | <b>C Four Stroke</b> |      |
| 2. G. Razee               | 43     | 2. R. Seymour        | 25   | 3. J. Considine      | 46 | 1. J. Grant          | 51   |
| 3. K. Goodell             | 45     | 3. B. Drummey        | 27   | 4. L. Dutlinger      | 49 | 2. L. Derby          | 56   |
| 4. I. Moiseff             | 89     | 4. B. Barnes         | 37   | <b>B Senior</b>      |    | 3. D. Oran           | 63   |
| 5. D. Lussier             | ck.4   | 5. T. Murphy         | 49   | 1. B. Foster         | 37 | 4. J. Green          | 67   |
| <b>A Bantam</b>           |        | <b>B Bantam</b>      |      | 2. K. Davis          | 42 | 5. P. Gagain         | 96   |
| 1. P. Tanner              | 24     | 1. J. Picard         | 31   | 3. P. Clipper        | 45 | <b>C Senior</b>      |      |
| 2. S. Antoniou            | 26     | 2. B. Edwards        | 40   | 4. D. Joseph         | 48 | 1. J. Ryan           | 76   |
| 3. H. Neff                | 29     | 3. M. Peristere      | 46   | 5. P. Anania         | 51 | 2. C. Kennedy        | 77   |
| 4. J. Cooney              | 34     | 4. L. Silvia         | 49   | <b>C Bantam</b>      |    | 3. M. Mumford        | 79   |
| 5. D. Fraser              | 35     | 5. D. Douchette      | 51   | 1. S. Pimental       | 54 | 4. C. Mickels        | 82   |
|                           |        |                      |      |                      |    | 5. F. Bauer          | 88   |

utes he would have killed them with a 21—which would have bested the High Point A score, by the way. Paul Silansky rode his Kawasaki in to a 48 point finish, taking the High Point C trophy with plenty of breathing room. Heidi Landon scored another win in the Women's class, finishing the whole course with an 86-point score. Heidi had competition from Dawn Silvia this time, who usually contests the hare scrambles series. Dawn also finished the course, with a score

of 106. The hotly contested Super Senior class came down to a battle between Tom Farley and Gordon Razee, with Farley taking the nod 39 to 43. Keith Goodell took the third place spot in the class with a 45.

The King Philip Trail Riders quickly got the trophies out, in spite of the scoring problems forced by the bad checks, and riders went home to dust off their bikes and get ready for the Mohawk enduro the next weekend. The season is winding down! □



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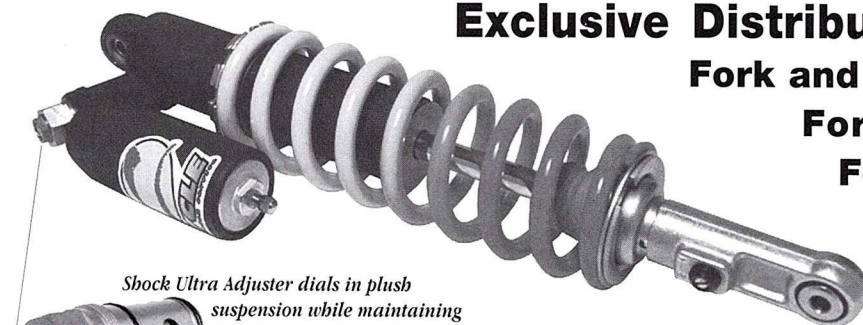
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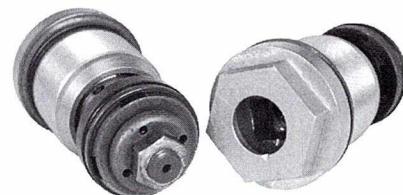
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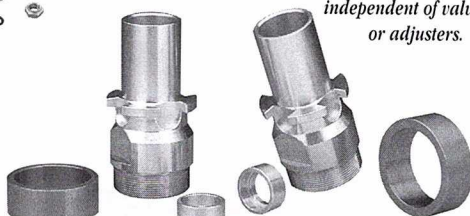
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# ISDT Reunion Ride

This first annual ride promises to be a classic, just like the events it honors

By Jeff DeBell

Cass, AR 9/6-7

The first International Six Day Trials Reunion Ride was held near Cass, Arkansas, on September 6-7, 1997. The Reunion, a two-day "Mini ISDT," was the brainchild of racing legends Leroy Winters and Dick Mann. A number of former Six Days riders rode the event, some on their original ISDT machines, alongside Six Days and vintage bike enthusiasts from across the country. Motorcycle legends John Penton, Preston Petty, and Tommy McDermott (first US rider to win a gold medal in the ISDT, in 1949) were on hand to add to the historic occasion. Speedvision's Larry Maiers covered the Reunion, gathering wonderful documentary interviews with these ISDT legends.

The trail was laid out and timed by the Razorback Riders and included a little bit of everything the Arkansas hills could dish out. Terrain tests and grass track tests were held each day. The event had much of the flavor and atmosphere of the classic ISDTs. To say the Reunion was a success is a gross understatement. The universal sentiment by riders, spectators and course workers alike was "It was a blast...can't wait 'til next year!"

Impound was on Friday and the array of

bikes was beautiful to behold. Dave Mungenast's 1973 ISDT Triumph twin stood out proudly, still wearing the #299 number plates from Dalton. Dick Mann impounded one of his gorgeous 441 Victors, Randy Lusk had a concours 500 Triumph, and there were a host of other vintage bikes, Matadors, Fronteras, Huskies, Chris Carter's 1976 Six Days IT400, a Hercules, a BMW. On display, contrasting the old and new, was a 1975 Penton 125 and one of the new 125 KTM limited editions, two beautiful forest green bikes that had everyone stopping for a closer look.

Day One dawned without a cloud in the sky, and after a brief rider meeting, 29 riders headed out, one to a minute. The first section was mostly easy road work that turned riders along a rocky creek bed and then into the first checkpoint. That was about as easy as it would be for the next two days. Although each successive section was "zeroable" (easily on modern machinery, more challenging on vintage bikes with four inches of suspension), the Razorback Riders ran the Reunion competitors through nearly every type of trail imaginable, from fast and open two-track and fire roads to first gear bone yards to steep rock-strewn hillclimbs. The course was tough in places, but fun from start to finish.



Dave Mungenast throwing a roost on his 1973 Triumph 500cc ISDT bike.

Shortly before the mid-day gas stop, the riders hit the first special test and were timed through a mile of tight woods. The loop must have been arrowed with a slower, vintage pace in mind, because Jack Penton blew through a corner on his new 200 KTM and never exited through the timing gates. Larry Maiers had fun with that one at the banquet that night, telling everyone that they ALL had beat Jack in the terrain test!

The afternoon course returned the riders to the start/finish after about 65 miles of trail, and led to two more special tests; a timed acceleration/braking test, and a timed lap around the grass track course. After the tests, the bikes were returned to impound for the evening and the riders headed for the showers to clean up for the evening banquet.

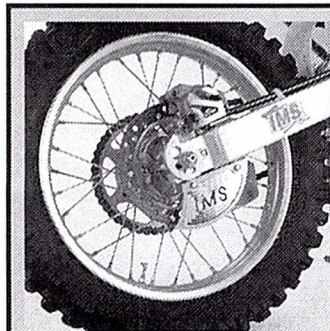
The banquet was held at the Wiederkehr Wine Cellar, one of a number of area wineries. Bench racing and happy hour started at 5 p.m., and a hearty



A truly historic gathering. From left: Preston Petty, John Penton, Mike Lewis, Dan Schuler, Leroy Winters, Dick Mann, Chris Carter, Dave Mungenast, Jack Penton, Jake Fischer, Tommy McDermott, Helmut Clasen, Larry Maiers.

## 1997 ISDT Reunion Ride OVERALL

|                                      |        |
|--------------------------------------|--------|
| Steve Van Zant (Yam)                 | Gold   |
| Steve Van Zant (Yam)                 | Gold   |
| Paul Grant (Hus)                     | Bronze |
| James Smith                          | Bronze |
| <b>CLASS 2 CLASSIC ISDT (pre-81)</b> |        |
| Claude McElvain (Yam)                | Gold   |
| Rick Harper (Bul)                    | Gold   |
| Roy Dahn (Hus)                       | Gold   |
| Katie Campbell (Can-Am)              | Gold   |
| Jeff DeBell (BMW)                    | Bronze |
| Thomas Espinoza                      | Bronze |
| Rick Sims (Mai)                      | Bronze |
| Kevin Grimes (Hus)                   | Bronze |
| <b>CLASS 3 PAST MASTERS</b>          |        |
| Dave Mungenast (Tri)                 | Gold   |
| Chris Carter (Yam)                   | Bronze |
| Dick Mann (BSA)                      | dnf    |
| <b>CLASS 4 MOD. PAST MASTERS</b>     |        |
| Randy Smith (Hon)                    | Gold   |
| Mike Lewis (Hon)                     | Gold   |
| Jake Fischer (Kaw)                   | Gold   |
| Jack Penton (KTM)                    | Bronze |
| Helmut Clasen (KTM)                  | Bronze |



DISK FIN

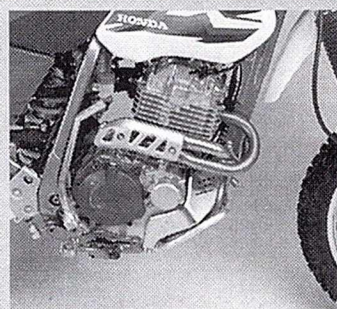
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Randy Lusk waits for the start signal on his pristine 500cc Triumph twin. Awesome bikes!

prime rib dinner was served at 6. Larry Maiers was the master of ceremonies and did a wonderful job circulating through the guests to solicit ISDT memories from the numerous Six Days legends there.

Dick Mann began the evening with an emotional recanting of how the ISDT evolved over the years and the importance of preserving the proud heritage of the International Six Days TRIAL. His inspirational message set the stage for some great ISDT tales, ranging from the wise, with stories of advice from such greats as Bud Ekins and Al Eames, to the humorous, including "Crazy Jake" Fischer's hilarious dissertation on racing with a broken and dislocated shoulder.

The backdrop for the evening was three beautiful bikes, the 1975 125 Penton, a

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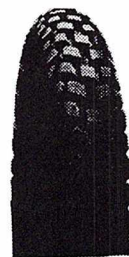


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beautifully restored Husqvarna 250 Cross, and the 165 Harley that Leroy Winters used to win the 1956 500-mile National Championship Endurance Run. Up among the bikes, special guest Ed Hertfelder presented Leroy with a "vintage" route sheet holder specially designed for "old guys who can't see anymore." It was fully functional, but was the size of a restroom paper towel dispenser!

The evening also marked the first presenta-

tion of the Bud Ekins Pioneer Award. Bud, along with brother Dave, another motorcycle legend by the name of Steve McQueen, and guys like Cliff Coleman, John Penton and Stu Peters, represented the United States in the early 60's Six Days. The Bud Ekins Pioneer Award recognizes creative spirit, vision and dedication to the sport. The first Pioneer Award was appropriately given to the legendary John Penton, a true motorcyclist who defines the spirit of the award in every sense.

Day Two dawned as beautifully as the first morning, and those bikes still in the running headed out for a 50-mile run that would end with a 5-lap grass track moto for each class. The first two sections were good trails and jeep roads, but section three was a real points taker with a long, rocky uphill climb through several switchbacks that had many riders picking themselves up off the rocks.

## One Rider's Perspective

When I first saw the blurb in Trail Rider on the upcoming ISDT Reunion it was like the first time I read that the ISDE was coming to America again in 1994...I knew I would be there. I wrote to organizer Leroy Winters for information and he sent me an entry form. I was a little bit curious about the degree of difficulty of the event as it would have a definite bearing on what I rode. Anything newer than 1981 was out for me due to the event rules. I had a 1981 BMW R80 g/s in my garage and my local KTM/Husaberg dealer had a '74 Penton 250 Hare Scrambler he'd sell me if it sounded like the Beemer would be too much of a handful...so I called Leroy.

Leroy said, "Bring the BMW! Heck, those Germans rode them in the ISDT. Besides, we need at least one here just 'because.'" So I loaded up the BMW and headed for Cass, Arkansas, and what would be a fantastic weekend.

When I arrived, I met Leroy and impounded my bike. I didn't have the only big 4-stroke there. Dave Mungenast had his '73 ISDT Triumph twin and Dick Mann checked in on a gorgeous 441 Victor, but I had everyone beat in the Gross Vehicle Weight category by a good 80 to 100 pounds I'm sure.

Day one was an easy run to the first check, where I arrived early (a first in my riding career!), and had some much needed time to get out the baling wire and tie my exhaust pipe back into place. A mounting bolt on the muffler came off in a rocky creek bed and I spent the rest of the day banging the header pipe back into place with my boot (try that while motoring down a rocky trail!), reapplying baling wire and, on day two, some Wal-Mart universal (guaranteed not to fit anything perfectly) muffler clamps.

Off to check two, which I also zeroed and I was feeling pretty good. The trails were fairly open and I could motor the big twin along in second and sometimes third gear (remember, this bike will run 90+ on the road). The tight sections were first gear and required some careful maneuvering at times, but it was no big deal. We were on a 15mph time average to accommodate the vintage bikes and everyone was here to have fun, not kill themselves on the trail.

After check two came the hill climb advertised on the route sheet, a sudden right hand turn up a rock-strewn sandy climb of about 60 yards. It was not the bike's fault that I didn't make it to the top. Having never ridden the beast off-road before, I must have looked like a kid on a rocking horse, leaning forward to keep the front end down, then back to get traction, then forward as the front end reached for the sky, then back again, then ricocheting off a mid-trail rock into the woods about two-thirds of the way up. As I wrestled the bike back down for a second run, Dick Mann motored up on his BSA like it was a four-lane highway. After a second attempt and similar foray into the brush, one of the course marshals had pity on me and sent me around by an alternate route. Drenched in sweat, I arrived at the third check seven minutes late.

At the end of day one there was an acceleration/braking special test and a timed lap

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The morning terrain test followed check 3, and was about three quarters of a mile of twisty woods followed by a quick romp up a nicely terraced trail to the check-out. The remainder of the day mixed the tight and twisty with the fast and easy, and was a pleasantly challenging finale to the day's ride on the trails.

The highlight of the day was the grass track moto. Jack Penton jumped out to an early lead in the first moto, but ran out of fuel with one lap to go and let Tim Singleton by to take the win. The second moto had all the non-ISDT riders jockeying for the win, but the last moto was the crowd pleaser, as it featured all the pre-74 and Six Days bikes. Local favorite Steve Van Zant, on a "\$100 found-in-a-barn" DT400 diced it up with Chris Carter's IT 400 for first and second place, but the hero of the

day was Dave Mungenast on the big #299 Triumph. He already had the class win wrapped up, but still made a race of it to the delight of a wildly supportive crowd.

A brief awards ceremony wrapped up the afternoon with medals being presented by Dick Mann. All too soon it was time to load up and head for home, but nobody left disappointed. The ISDT Reunion Ride, although small in terms of number of riders, was a resounding success. The sport of motorcycling owes a debt of gratitude to Leroy, Dick, and the Razorback Riders for organizing this first historic event. Every rider, whether a Six Days veteran or not, was richly rewarded by the Reunion Ride. Next year will be even better. Plan now to be there and become a part of the living heritage of the International Six Days Trial. □

around the grass track. My back brake was nearly inoperative because the muffler was jammed up against the pedal, and my front brake kept getting hot and going away trying to slow the monster bike on the down hills. Thus, I relied a LOT on engine braking and was very glad that I had 800cc working in my favor. After impounding and showering, it was off to Wal-Mart for muffler parts and then to the Reunion Banquet, a real treat in itself and a truly historic evening.

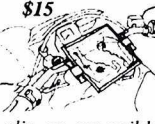



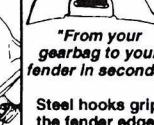


On day two everyone was surprised that I had finished the first day and assured me that this day would be easier trails. Yeah, right! I saw another dreaded "hill climb" listed on the route sheet and I wasn't real anxious for a repeat of yesterday's crashes in the woods. The morning started off okay, though, and I was getting a little better feel for the bike, actually attacking some sections and carrying more speed through tight areas than I had the day before (although when you clip a tree with a cylinder guard it does tend to slow you down right now!)

I zeroed the first couple of sections and then the hill came, not just one short, steep hill, but a long climb with switchbacks up the side of a rock-strewn mountain. The BMW does a fair job of tractoring along, but all that grunt power chunked the knobs off my 737 Dunlop and there just wasn't much traction to be had by the time I hit the hill. I spun out and dropped it on the lower section and owe a deep debt of thanks to Jack Penton and Tim Singleton who stopped and helped me push over the first crest. I continued on up and nearly made it to the last switchback when the back end spun out again. Jeff Fischer (Crazy Jake's son & '94 ISDE rider) helped me get upright and going again, and without the help of these ISDT/E guys I doubt I would have finished. Thanks guys!

I dropped 18 minutes on the hill, made it through the terrain test in one piece and finished the rest of the day out with only engine braking, just beating the sweep crew into the final check. The final special test was a 5 lap grass track moto. Jack Penton was smoking the first moto on a new 200 KTM until he ran out of gas and had to let Tim Singleton's YZWR by for the checkered flag. I brought up the rear of the second moto and was just happy to finish without crashing. I didn't expect to do any better (unless someone else wiped out) but was rewarded with cheers from the crowd each time I herded the BMW through the start/finish. It was a real thrill to see Dick Mann on the sidelines shouting "Go! Go! Go!" urging all of us on to the finish.

The last moto started with a real duel between local favorite Steve Van Zant, the overall winner of the event, and Chris Carter who nursed his Six Day IT400 around with a badly damaged front wheel. The guy who got the biggest cheers was Dave Mungenast making good time on the #299 Dalton ISDT Triumph.

The BMW got a lot of notoriety and I was humbled when former ISDT rider Mike Lewis told me I was his hero for bringing the Beemer through. I already had a tremendous amount of respect for all the guys who've competed in the Six Days, but I now bow down in homage to those guys who rode the big four-strokes in those early days. I remember the great Herb Scheck on his BMW at the Dalton Six Days, as well as Brits like Martin Lampkin and Malcolm Rathmell, and our own Dave Mungenast and the others who muscled the big Triumphs through the woods. Six Days riders have been my heroes since I was a kid riding Junior Enduros in the woods of New England. I was honored to share the trails with them at the ISDT Reunion. Spread the word and make plans now to attend next year's event. You'll never regret it. □

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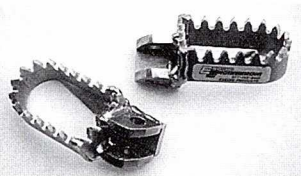
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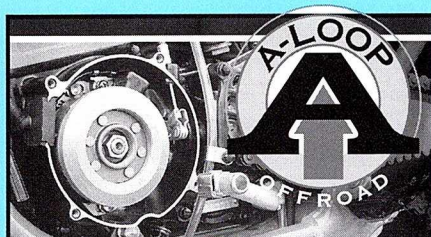
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### Riding With The P3

This season I've been using the new Pacemaker 3 Enduro Computer, and I've been cleaning up! It's easy to install, easy to program, and very reliable. I like the wide display screen that lets me see three items of information at a glance; no need to scroll through several screens to see how I'm doing.

I set up my P3 with the Odo on the left, the clock on the right, and the Diff-time or plus/minus display in the center, but you can customize the display any way you want. The P3 has a super accurate odo that's easy to calibrate to the course, and with the new remote thumbswitch I can adjust it while I'm riding.

Best of all, the P3 is great for Brand-X events as well as AMA enduros. There's no other computer on the market that even comes close to the performance of the Pacemaker 3, and I wouldn't be winning this year without it.

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# HERTFELDER

## Borrowed Boots

It was an enduro run out of Port Elizabeth—when my daughter Elizabeth was young she was sure the town was named for her—and they always did a good job. Lots of what they laughingly call TECHNICAL, but nothing actually impassable. As a rule, the layout crew was queer for water crossings, and one of the perils was a danger of barnacles on your legs because the water was brackish.h.

Brackish means sort of salty; you won't drink it if there is any water at all in your back pack but you WILL drink it if you've gone dry more than a half hour or fifteen miles back.

My mistake was wearing a set of old boots that Lou Smith had given me when he noticed the sole flapping off the dried out old Hi-Points someone else had given me years before. Lou's boots were sized for Bigfoot and stretched out a few sizes bigger than that, so I had stacked three pairs of cotton socks on my feet, one on top of the other, to fill them out.

The boots might have been waterproofed too well, because they were filling up to the brim at all the water crossings and were so heavy they were cramping those nasty inside thigh lifting muscles. And the socks were walking around and bunching up under my feet and between my toes and rubbing the skin raw at the narrow part of my ankles.

I was uncomfortable, really uncomfortable. It was what some people would refer to as pain, but enduro riders have been known to treat torn-off toes as an inconvenience. Jim Weatherhead always said that if you're not bleeding, you're not having any fun. Judging by the burning, slippery feeling in both my ankles, I was thinking that I was having just about all the fun I could take.

And my score card was looking like a third year high school addition test.

The next water crossing was also a spectator point, a location where spectators can get their jollies watching and

photographing motorcycles being driven in water and trailing beautiful clouds of pure white steam boiling from their hot exhaust pipes. Very dramatic.

Many degrees less than dramatic is the situation I soon found myself in: sitting on a drowned-out motorcycle with the picturesque steam drifting straight up over my entire body and silvering my goggle lens into a fair imitation of the sightless eyes on O r p h a n Annie.

B u t O r p h a n Annie can SEE.

And the MOST important thing to be done RIGHT NOW is to get the motorcycle OUT of the cold water as soon as possible, and this is difficult when you cannot see where you're going. Wise—and strong—riders can lift the rear of the motorcycle high enough to get the engine out of water and wheelbarrow it on its front wheel toward shore.e.

The reason for the hurry is that a suddenly cooled hot container, which your engine is, develops an extremely strong vacuum. High school physics teachers often demonstrate the phenomenon by heating a closed metal container then holding it under a cold faucet as atmospheric pressure crushes it. I've been told that the first time they demonstrate this they sometimes get a finger trapped in the folding

metal.

Learning is a wonderful thing.

Any of us who have ridden Spanish or British motorcycles in deep water are familiar with removing a point cover to let water OUT after it had been sucked past seemingly impenetrable layers of sealing duct tape, Pep Boys 'elephant snot' trim adhesive and finger-nail polish.

Don't ask me to explain it but I've seen water drain out of covers removed from RUNNING, but occasionally missing, engines.

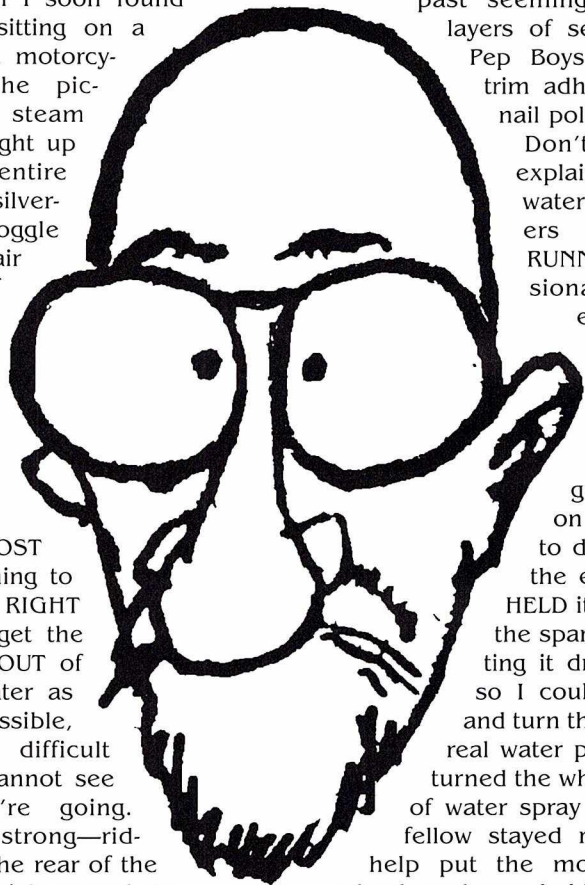
One of the Port Elizabeth club members helped get my motorcycle up on high ground, then up on the back wheel to drain water out of the exhaust pipe and HELD it there as I pulled the spark plug before letting it drop upside down so I could put it in gear and turn the back wheel. No real water pumped out but I turned the wheel until no trace of water spray was visible. The fellow stayed right with me to help put the motorcycle on it's wheels and even held it tilted over as I replaced the spark plug.

I thanked the fellow, and he mentioned that he owed me one for my helping him at a previous event.

And he called me Lou.

He had recognized the boots.

— Ed Hertfelder



*Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous Duct Tapes stories. He can be reached at 111 North Summit Dr, RR5, Cabot AR 72023.*



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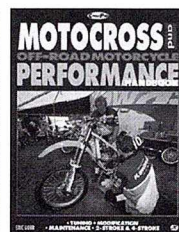
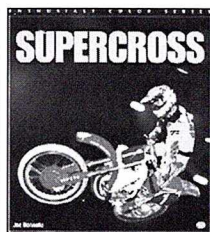
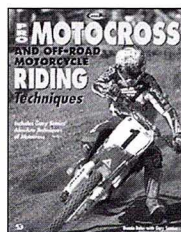
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